Agenda
Hearing Examiner Meeting
Monday, August 10, 2026
Richland City Hall - Council Chambers
625 Swift Boulevard

Public Hearing - 6:00 p.m.

Public Hearing Explanation

New Business - Public Hearing

1. PLN-T2-2026-00021 & PLN-T1-2026-00487 - 1000 Columbia Park Trail - Shoreline Substantial Development Permit (SSDP)
   - Ryan Nelson, Planner
2. PLN-T2-2026-00023 & PLN-T1-2026-00465 - 3420 George Washington Way - Shoreline Substantial Development Permit (SSDP)
   - Ryan Nelson, Planner

Adjournment

This meeting will be broadcast live on Spectrum Channel 192, on the City's website at richlandwa.gov/CityViewTV and on You Tube at https//www.youtube.com/@RichlandCityViewTV.

Richland City Hall is ADA accessible. Any individual who has difficulty attending the meeting in-person may request to provide comments remotely. (RCW Ch. 42.30) Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the meeting by calling the City Clerk's Office at 509-942-7389.

HEARING EXAMINER AGENDA ITEM STAFF REPORT

Meeting Date: 8/10/2026 Agenda Category: New Business - Public Hearing

Prepared By: Ryan Nelson, Planner

Subject

PLN-T2-2026-00021 & PLN-T1-2026-00487 - 1000 Columbia Park Trail - Shoreline Substantial Development Permit (SSDP)

Department/Office

Development Services

Document Type

Hearing Examiner Item

Recommended Motion

Approval.

Summary

Knutzen Engineering, on behalf of the property owner, Ben Franklin Transit has applied for a Shoreline Management Substantial Development Permit to allow for the construction of two accessory structures within the shoreline setback area of the Ben Franklin Transit Facilities parcels. The proposal has been determined to be consistent with the City of Richland's Title 23 – Zoning, Title 26 – Shoreline Management, and Chapter 22.10 – Critical Area Ordinance.

Fiscal Impact

None.

Attachments

1. PLN-T2-2026-00021_PLN-T1-2026-00487 - Full Staff Report

CITY OF RICHLAND
PLANNING DIVISION
625 Swift Boulevard, MS-35
Richland, WA 99352
(509) 942-7794

CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION STAFF REPORT TO THE HEARING EXAMINER

GENERAL INFORMATION

Proposal Name:	Ben Franklin Transit Accessory Structures
Location:	1000 Columbia Park Trail
File Number:	PLN-T2-2026-00021 & PLN-T1-2026-00487
Applicant:	Amanda Whitehead of Knutzen Engineering Inc.
Property Owner:	Ben Franklin Transit
Project Description:	To construct two accessory structures within the shoreline setback area of the Ben Franklin Transit Facilities parcels, including the constructure of a cold storage warehouse (approximately 4,000 sq. ft. in size) and a paint spray room with support spaces (approximately 3,150 sq. ft. in size) to the north of the existing Maintenance Building.
Project Type:	Shoreline Substantial Development Permit
Hearing Date:	August 10, 2026
Prepared By:	Ryan Nelson, Senior Planner
Recommended Action:	Approval

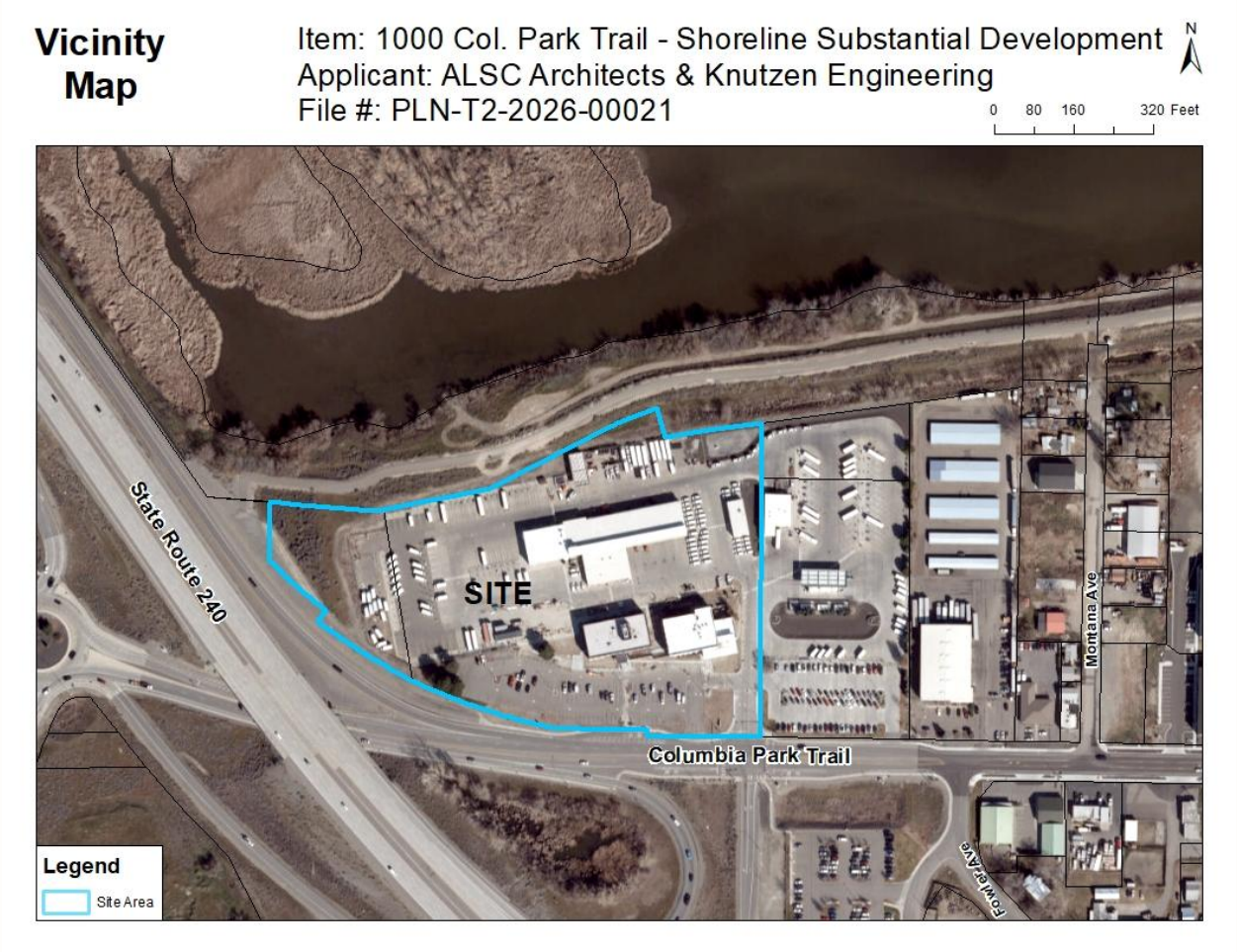

Figure 1 – Vicinity Map

Description of Proposal

Amanda Whitehead of Knutzen Engineering Inc., in conjunction with ALSC Architects, on behalf of the property owner, Ben Franklin Transit, has applied for a Shoreline Substantial Development Permit to request for the construction of two accessory structures within the shoreline jurisdiction area on the Ben Franklin Transit parcels. Parcel 130992000015001 will have storage warehouse, approximately 4,000 square feet in size, that will be open on one side and will have parking and storage to the south. Parcel 130992000015002 will have a fully enclosed Paint Spray Room with support spaces and will be approximately 3,150 square feet in size.

In March 2026, AHBL Inc. on behalf of BFT, applied for a parcel combination/lot consolidation to reduce the number of individual lots from four (4) down to one (1). The lot consolidation was recorded as RS6276 (AFN 2026-009903) on April 27, 2026 with a new parcel number of 130992000015003 (see Exhibit 6 for more information).

Site Description & Adjacent Land Uses

The overall Ben Franklin Transit (BFT) facility and any ancillary structures is approximately 633,573 square feet (14.55 acres) in size. The overall project area will be

approximately 7,150 square feet in size and will be to the north of any existing structures on the site and south of the existing levee/multi-use path along the Yakima River Delta shoreline area.

Zoning

As indicated below, the project site is within the General Business Use (C-3) zoning district and will be wholly outside of the Natural Open Space (NOS) zoning district to the north, adjacent to the Yakima River Delta shoreline area (as shown in Figure 2).

Current Zoning Designations

Parcel Number	Current Zoning
130992000015003	General Business Use (C-3)
130992000011000	General Business Use (C-3)

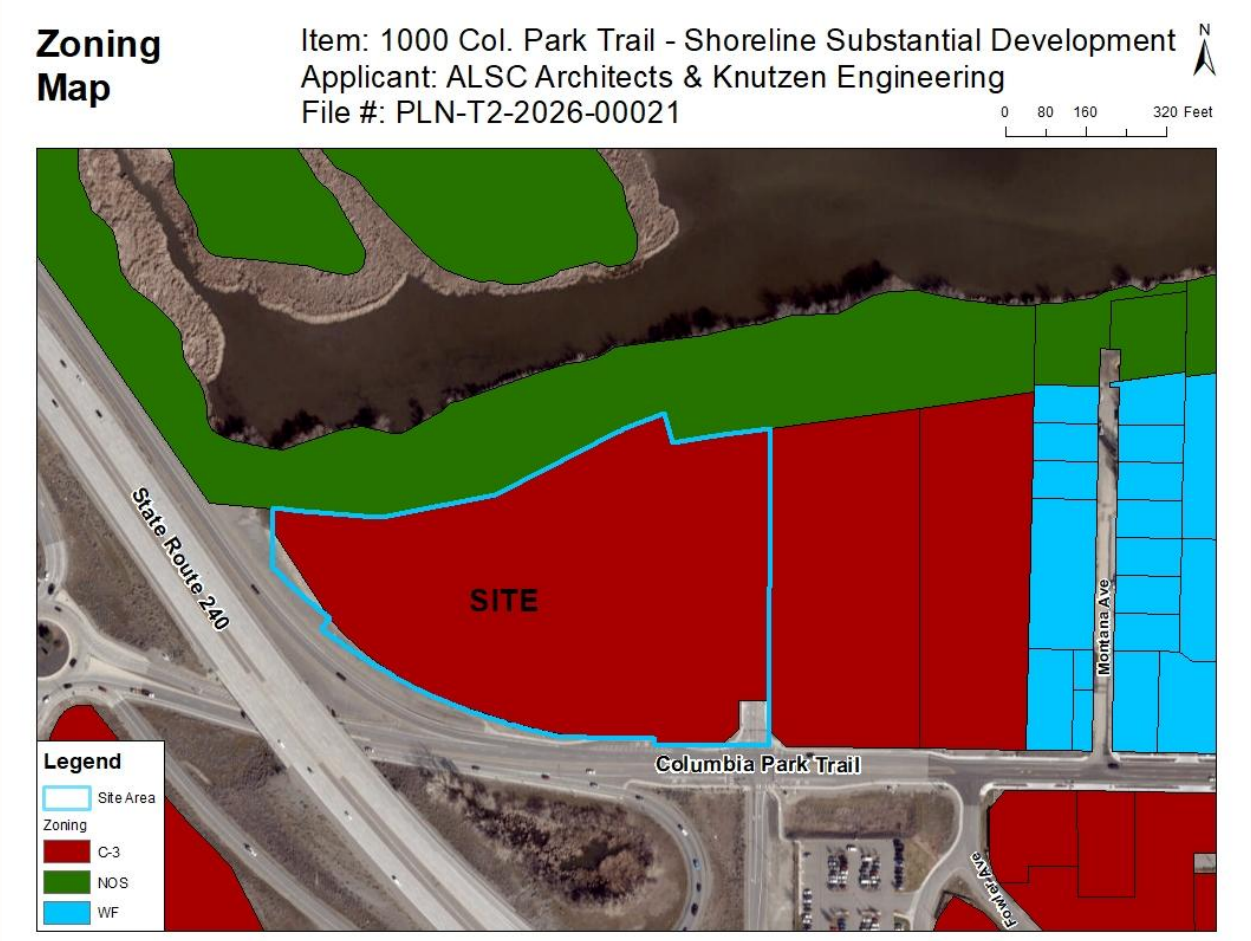

Figure 2 – Zoning Map

Richland Municipal Code (RMC) Chapter 23.22.010 – Purpose of commercial use districts.

The general business use district (C-3) is a zone classification providing a use district for commercial establishments which require a retail contact with the public together with

incidental shop work, storage and warehousing, or light manufacturing and extensive outdoor storage and display, and those retail businesses satisfying the essential permitted use criteria of the C-2 use district. This zoning classification is intended to be applied to some portions of the city that are either designated as commercial or designated as industrial and located adjacent to SR 240 under the city of Richland comprehensive plan.

RMC Chapter 23.22.020 – Performance standards and special requirements.

C. General Business. All permitted commercial business uses may be located in the C-3 district, provided their performance is of such a nature that they do not inflict upon the surrounding residential areas, smoke, dirt, glare, odors, vibration, noise, excessive hazards or water pollution detrimental to the health, welfare or safety of the public occupying or visiting the areas. The maximum permissible limits of these detrimental effects shall be as herein defined and upon exceeding these limits they shall be as herein considered a nuisance, declared in violation of this title and shall be ordered abated.

    1. Smokestacks shall not emit a visible smoke except for one 10-minute period each day, when a new fire is being started. During this period, the density of the smoke shall not be darker than No. 2 of the Ringlemann Chart as published by the U.S. Bureau of Mines.

    2. No visible or invisible noxious gases, fumes, fly ash, soot or industrial wastes shall be discharged into the atmosphere from any continuous or intermittent operation except such as is common to the normal operations of heating plants or gasoline or diesel engines in cars, trucks or railroad engines.

    3. Building materials with high light reflective qualities shall not be used in the construction of buildings in such a manner that reflected sunlight will throw intense glare to areas surrounding the C-3 district.

    4. Odors of an intensity greater than that of a faint smell of cinnamon which can be detected by persons traveling the roads bordering the lee side of the C-3 district, when a 10 mph wind or less is blowing, are prohibited.

    5. Machines or operations which generate air or ground vibration must be baffled or insulated to eliminate any sensation of sound or vibration outside the C-3 district.

RMC Chapter 23.22.040 – Site requirements and development standards for commercial use districts

Contains the table describing the specific site requirements and development standards for commercial use districts, including the C-3 zoning district. Pursuant to the Table

contained within this section, the following site requirements and development standards apply in the General Business Use (C-3) zone:

Standard	C-3
Minimum Lot Area	None
Maximum Density – Multifamily Dwellings (units:square feet)	N/A
Minimum Lot Width – One-Family Attached Dwelling	N/A
Minimum Front Yard Setback[14]	0 feet[2]
Minimum Side Yard Setback	None
Minimum Rear Yard Setback	None
Maximum Building Height[14,15]	80 feet
Minimum Dwelling Unit Size (in square feet, excluding porches, decks, balconies, and basements)	N/A

2. No setback required if street right-of-way is at least 80 feet in width. Otherwise, a minimum setback of 40 feet from street centerline is required.

Footnote 14 and 15 do not apply to this application, as the proposed project is not within the medical, uptown, and parkway districts of the Central Business District (CBD) or in the Columbia Point North District of the Waterfront Zoning District, as shown in Plates 23.22.040(1), (2), (3), and (4).

RMC Chapter 23.22.050 – Parking standards for commercial use districts.
Off-street parking space shall be provided in all commercial zones in compliance with the requirements of Chapter 23.54 RMC.

Comprehensive Plan Land Use Designations
The Comprehensive Plan designates the project site as being within the General Commercial (GCOM) Land Use Designation (as shown in Figure 3).

Current Land Use Designations

Parcel Number	Current Land Use
130992000015003	General Commercial (GCOM)
130992000011000	General Commercial (GCOM)

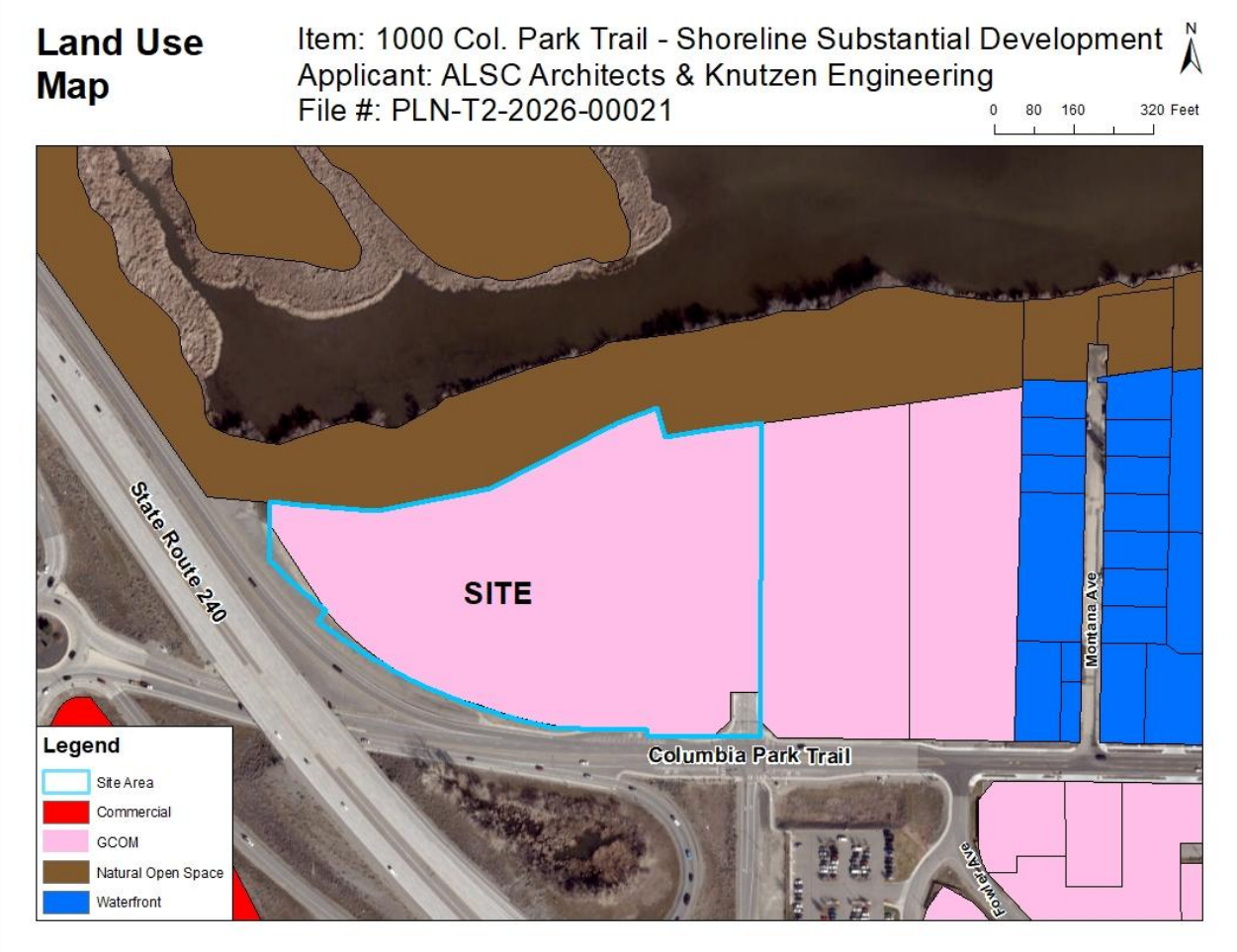

Figure 3 - Comprehensive Plan Land Use Designations

Furthermore, the project site helps to implement the following goals and policies of the 2017 Comprehensive Plan:

Land Use Goal 1: Plan for growth within the urban growth area and promote compatible land use.

- Policy 2: Facilitate planned growth and infill developments within the City.

Land Use Goal 7: Encourage efficient use and location of public facilities such as transit centers, utility facilities, schools, parks, and other public uses.

- Policy 1: Locate municipal facilities within their service areas and ensure the grouping of facilities within neighborhoods, when feasible.

- Policy 2: Ensure that the scale, and location of public facilities are compatible with or buffered from existing and planned surrounding areas.

Utilities

Domestic water, stormwater, sanitary sewer, electrical services, and natural gas (as shown in Figure 4) are in place and have adequate capacity to supply the proposed project.

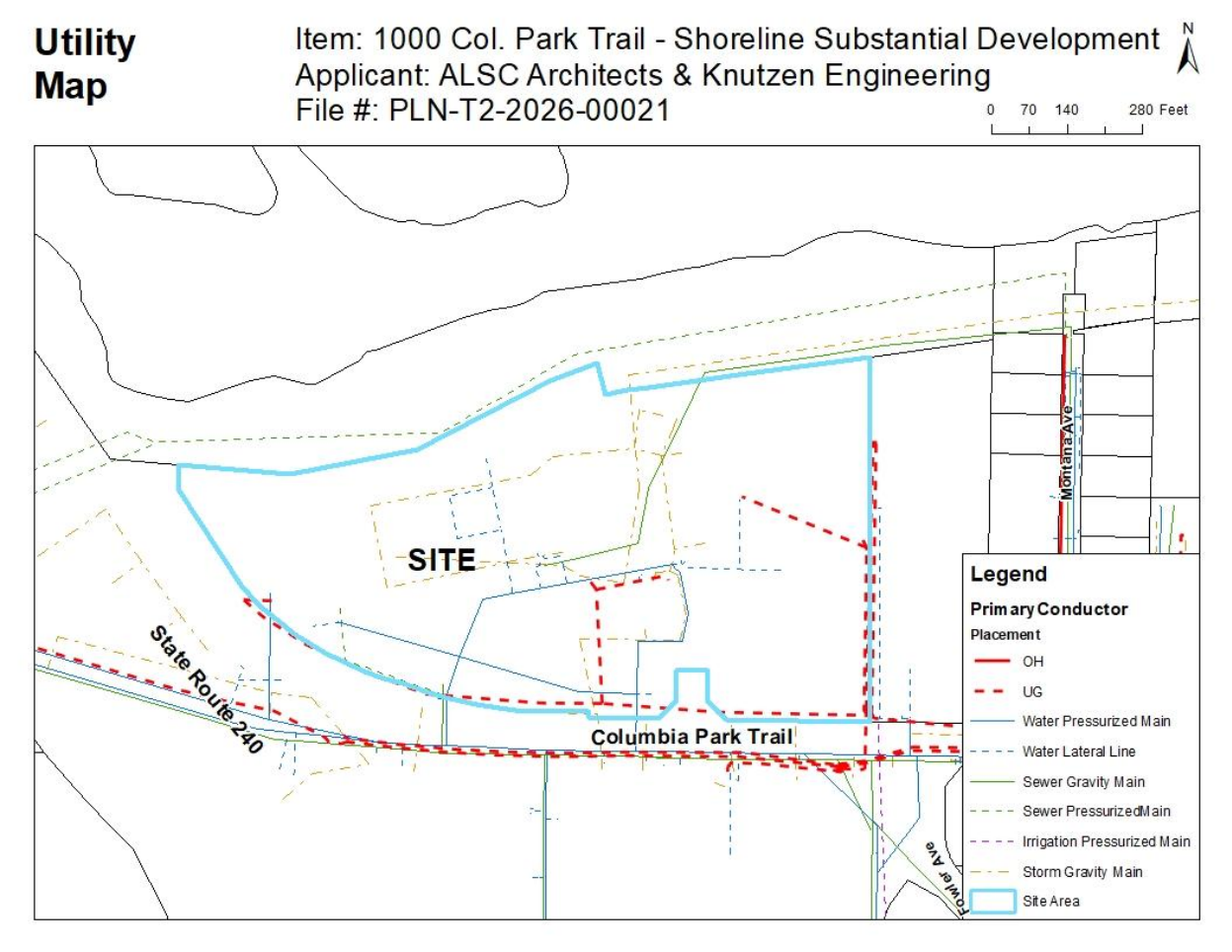

Figure 4 – Utility Map

Transportation & Access

There is direct private access to the site from Columbia Park Trail, as shown in Figure 5, and no public access to the project area, as it is restricted to authorized personnel only. However, there is a multiuse pathway to the north of the project area that is open to the public.

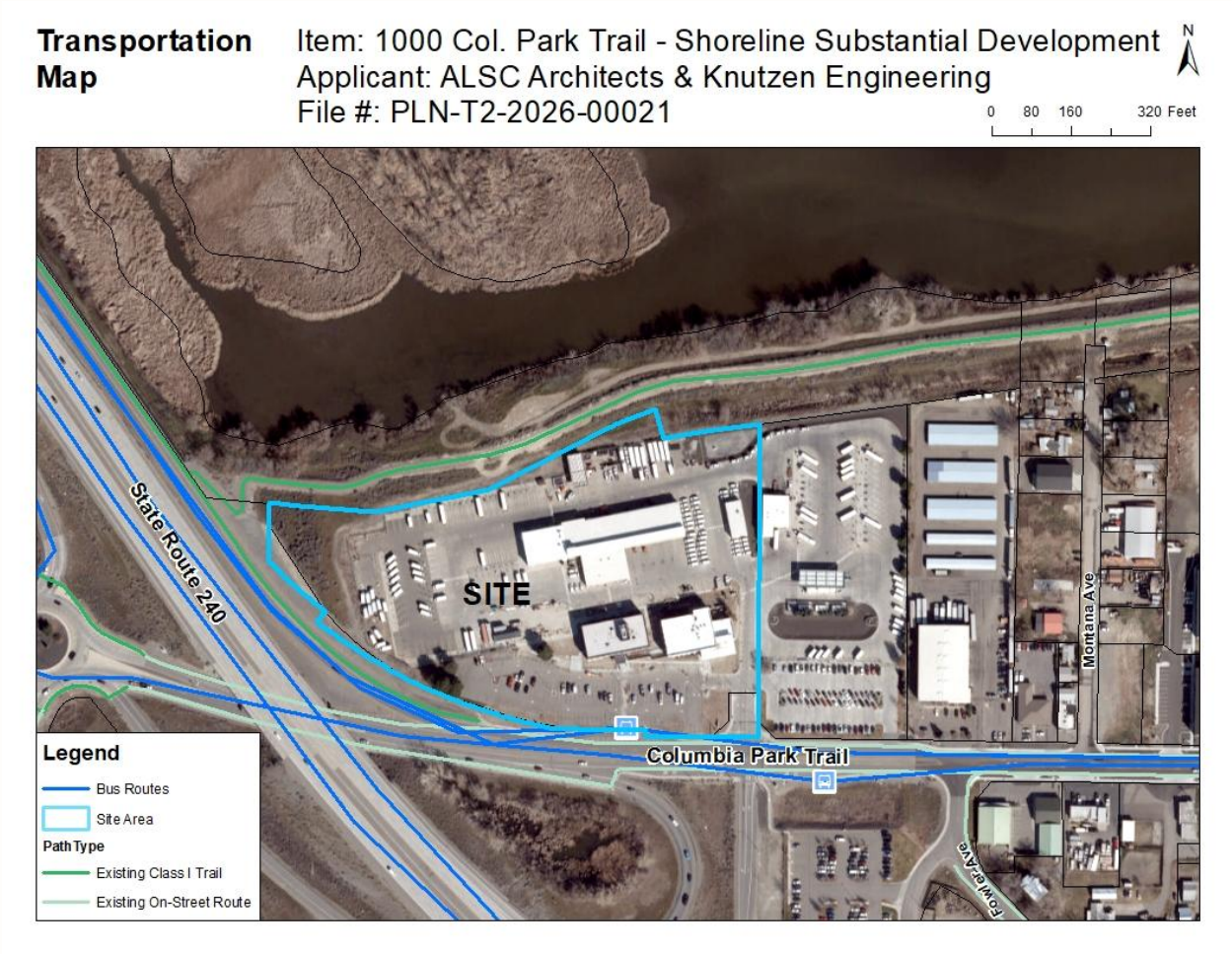

Figure 5 – Transportation Map

Easements

There are easements on site, as shown in Figure 6, and additional easements may need to be created or adjusted to serve the project area as needed.

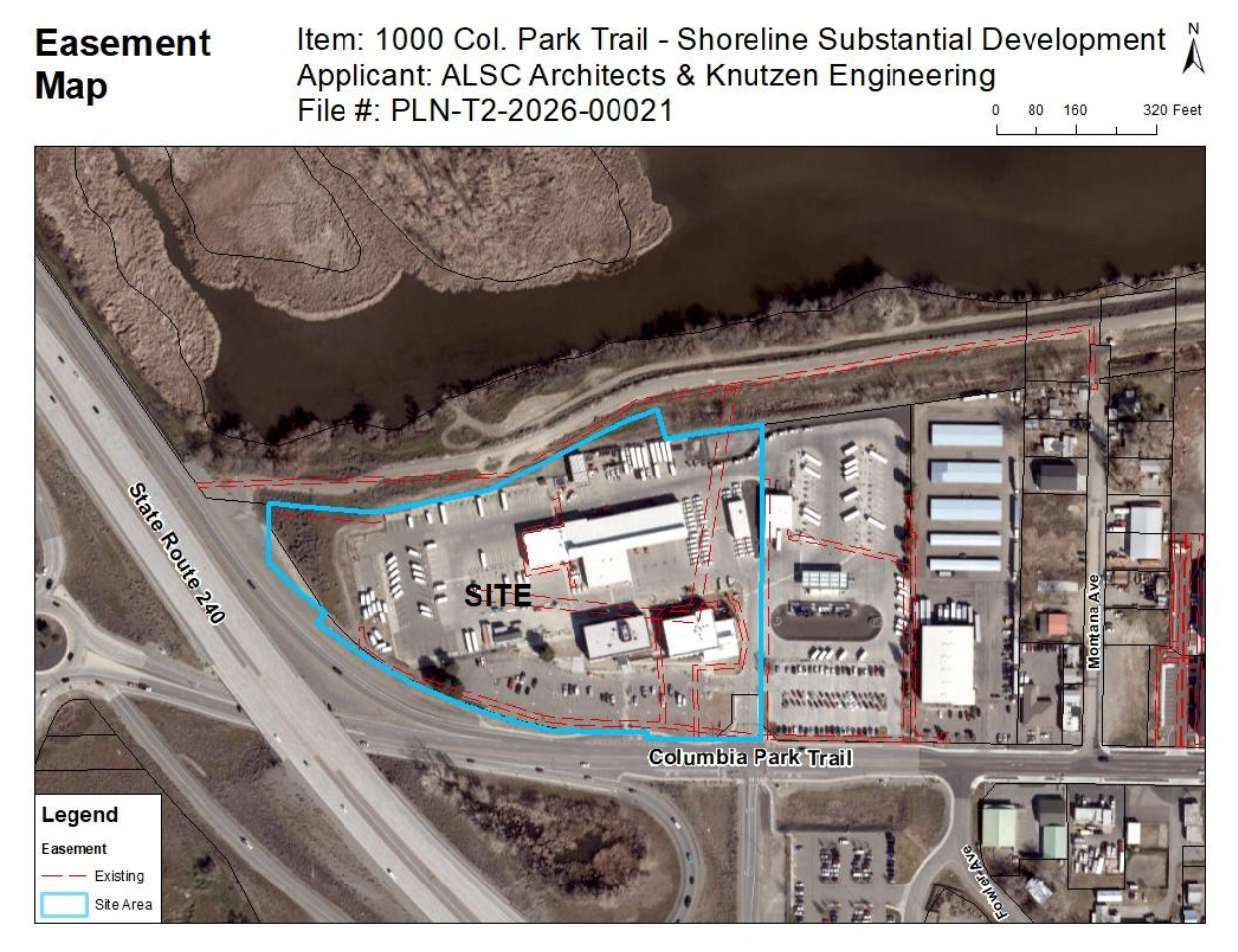

Figure 6 – Easement Map

Shoreline Master Program

Richland's Shoreline Master Program (RMC Title 26) implements the Washington State Shoreline Management Act of 1971 (RCW 90.58) which requires permitting for "substantial development", as described in RCW 90.58.030(2)(e).

Similar to zoning and land use (Comprehensive Plan), the subject property is located between areas designated by the Shoreline Master Program (SMP) as Recreation and Natural Use Environments. As a result, both sections of the SMP contain the purpose, designation criteria and management policies for development within each environment.

Current SMP Designations

Parcel Number	Current SMP Designation
130992000015003	Waterfront
130992000011000	Waterfront

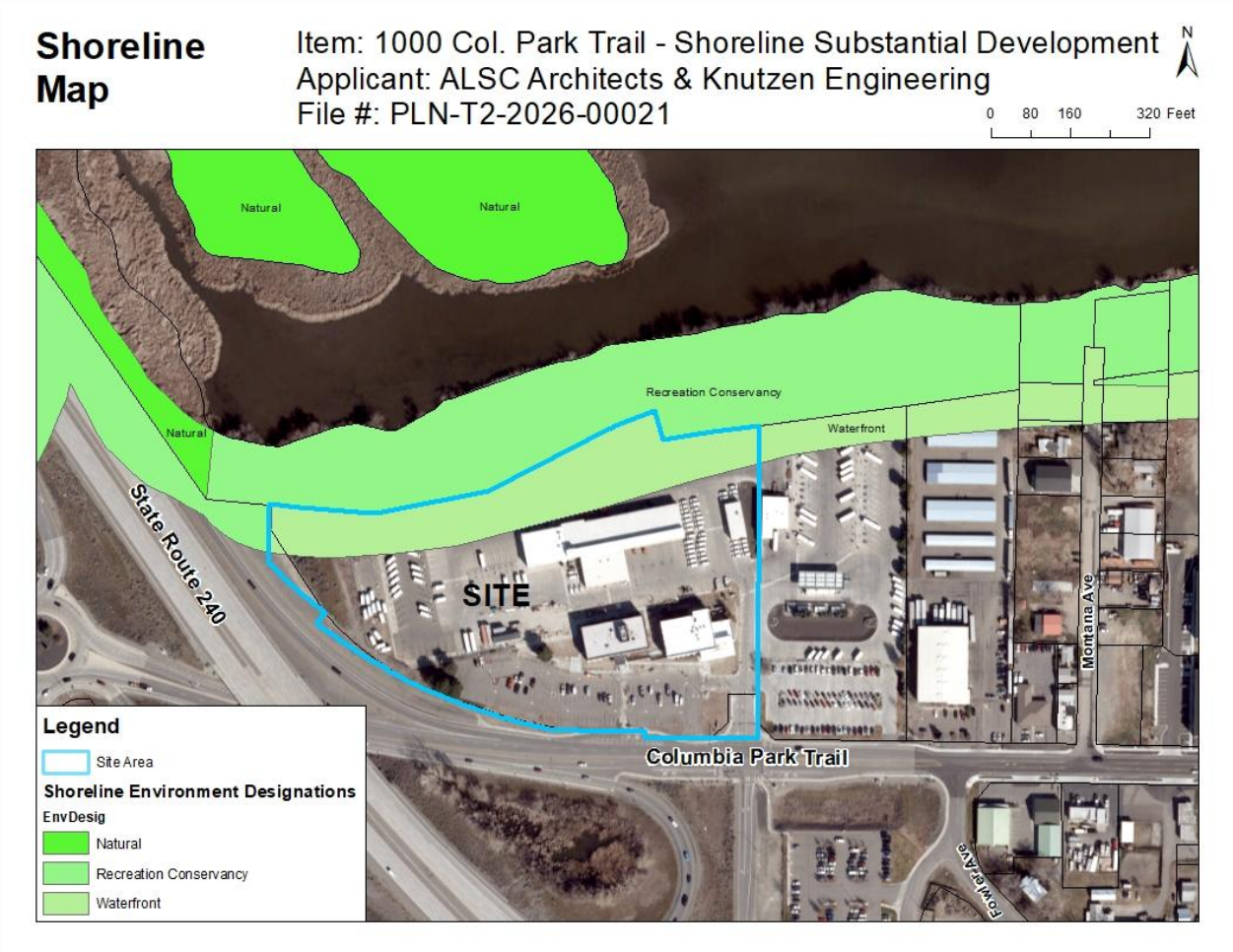

Figure 7 – SMP Designations

RMC 26.10.060 – Waterfront Environment

26.10.061 – Purpose

The waterfront use environment is a special commercial and residential classification providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, offices, and other similar commercial, apartment, and multifamily uses which are consistent with waterfront-oriented development. This environment encourages mixed special commercial and high-density residential uses to accommodate a variety of lifestyles and housing opportunities, and enhances and maintains existing ecological functions of the shoreline and provides for maximum public access and circulation.

26.10.062 – Designation criteria

The waterfront use environment designation is applied to shoreline areas inside urban growth areas that are designated by the comprehensive plan for waterfront use.

26.10.063 – Management policies

In applying the use chart for this program, and the zoning allowed uses, the following shall guide the liberal interpretation of these regulations:

A. Water-oriented uses shall be given highest priority for waterfront sites.

B. Mixed use, resort motel and hotel facilities, special commercial and similar uses are encouraged to maximize public access and provide for aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use, and, through location, design, and operation, ensure the public's ability to enjoy the physical and aesthetic qualities of the shoreline.

C. Physical public access should be provided by the shoreline trail system.

D. Visual access should be provided by the shoreline trail system and by open space that provides congregating areas for people to enjoy the aesthetic qualities of the shoreline, including seating areas and compatible commercial uses.

RMC Chapter 26.20 General Regulations

26.20.010 – Shorelines of statewide significance

B. Decision Criteria. Every project located on a shoreline of statewide significance shall address the following criteria in order of preference in all permit reviews, in addition to other criteria provided by this program:

1. Recognize and protect the statewide interests over local interests by:

a. Recognizing and taking into account state agencies' policies, programs, and recommendations in developing and administering use regulations and in approving shoreline permits.

b. Recognizing the following statewide interest specific to the Columbia River:

i. Protect, preserve and restore natural resources and ecological functions, including, but not limited to, those associated with endangered species or state priority species, commercial and recreational fisheries, and tribal fishing rights.

ii. Promote recreational use and public access;

iii. Promote water-dependent port uses consistent with other goals of the program.

c. Recognizing the following statewide interest specific to the Yakima River:

i. Preserve and restore ecological functions, particularly those associated with endangered species, commercial and recreational fisheries, and tribal fishing rights;

ii. Promote recreational use and public access.

***Staff Response**: The proposed project will not affect the ecological functions or the recreational use and public access of the Yakima River Delta. Subsection b does not apply to this application.*

2. Preserve the natural character of the shoreline.
    a. Designate and administer shoreline environments and use regulations to minimize damage to the ecology and environment of the shoreline as a result of manmade intrusions on shorelines.

    b. Upgrade and redevelop those areas where intensive development already exists in order to reduce adverse impact on the environment, and to accommodate future growth rather than allowing high intensity uses to extend into low intensity use or underdeveloped areas.

    c. Protect, preserve, and enhance diversity of vegetation and habitat values, wetlands, and riparian corridors associated with shoreline areas.

***Staff Response**: The proposed project will preserve the natural character of the shoreline as all improvements will be within the existing BFT parcel and will not expand past or affect the multiuse pathway north of the project area.*

3. Result in long-term over short-term benefit.
    a. Evaluate the short-term economic gain or convenience of developments relative to the long-term potential for impairment of natural shoreline functions.

    b. In general, preserve resources and values of shorelines of statewide significance for future generations, and restrict or prohibit development that would irretrievably damage shoreline resources. Actions that would convert resources into irreversible uses or detrimentally alter natural conditions characteristic of shorelines of statewide significance should be severely limited. Restoration should be required where natural resources of statewide importance are diminished over time by cumulative impacts.

c. Actively promote aesthetic considerations when contemplating new development, redevelopment of existing facilities, or general enhancement of shoreline areas.

***Staff Response**: The proposed project will be a long-term benefit to the City and it will preserve the resources and values of the Yakima River Delta.*

4. Protect the resources and ecology of the shoreline.
    a. Minimize development activity that will interfere with the natural functioning of the shoreline ecosystem, including, but not limited to, stability, drainage, aesthetic values, and water quality.

    b. All shoreline development should be located, designed, constructed, and managed to avoid disturbance of and minimize adverse impacts to fish and wildlife resources, including migratory routes and areas used for spawning, nesting, rearing, and habitat.

    c. Restrict or prohibit public access onto areas with high ecological value which cannot be maintained in a natural condition under intensive human use.

    d. Shoreline materials including, but not limited to, bank substrate, soils, beach sands and gravel bars should be left undisturbed by shoreline development. Gravel mining should be severely limited in shoreline areas.

    e. Preserve environmentally sensitive wetlands for use as open space or buffers and encourage restoration of currently degraded areas.

***Staff Response**: The proposed project will protect the resources and ecology of the shoreline as all improvements will be within the existing BFT parcel.*

5. Increase public access to publicly owned areas of the shoreline.
    a. Retain and enhance public access to the shoreline, including passive enjoyment, recreation, fishing, and other enjoyment of the shoreline and public waters consistent with the enjoyment of property rights of adjacent lands.

    b. Give priority to developing a system of linear access consisting of paths and trails for pedestrians and nonmotorized vehicles along the shoreline areas, providing connections across current barriers such as highways and railroads, and connecting to upland parking that enhances access to the community as a whole.

c. Provide multi-purpose nonmotorized trail facilities also serving the mobility impaired wherever feasible.

***Staff Response**: The proposed project will not affect any public access to any publicly owned areas of the shoreline.*

6. Increase recreational opportunities for the public on the shoreline.
    a. Plan for and encourage development of facilities for recreational use of the shoreline, including boat launches, while preserving or mitigating ecological functions.

    b. Retain and enhance public open space and parks along the shoreline to maximize public enjoyment while preserving ecological functions.

***Staff Response**: The proposed project will not increase or decrease the recreational opportunities for the public and will retain the existing multiuse pathway to the north of the project area.*

<u>26.20.020 – Ecological Functions, No Net Loss</u>

A. Shoreline land uses and activities that may have adverse impacts on the environment should be minimized during all phases of development (e.g., design, construction, management and use) to ensure no net loss of ecological functions and processes. Permitted uses are designed and conducted to minimize, insofar as feasible, any resultant damage to the ecology and environment. Shoreline ecological functions that shall be protected include, but are not limited to, fish and wildlife habitat, food chain support, and water temperature maintenance. Shoreline processes that shall be protected include, but are not limited to, water flow; erosion and accretion; infiltration; ground water recharge and discharge; sediment delivery, transport, and storage; large woody debris recruitment; organic matter input; nutrient and pathogen removal; and stream channel formation/maintenance. In recognition of the importance of shorelines in an arid environment to a wide range of bird species, new construction and major renovation projects shall incorporate bird-friendly building materials and design features, including, but not limited to, those recommended by the American Bird Conservancy Guidelines for Bird-Friendly Design.

B. An application for any permit or approval shall demonstrate all reasonable efforts have been taken to provide sufficient mitigation such that the activity does not result in net loss of ecological functions. Mitigation shall occur in the following prioritized order:

    1. Avoiding the adverse impact altogether by not taking a certain action or parts of an action, or moving the action.

2. Minimizing adverse impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology and engineering, or by taking affirmative steps to avoid or reduce adverse impacts.

3. Rectifying the adverse impact by repairing, rehabilitating, or restoring the affected environment.

4. Reducing or eliminating the adverse impact over time by preservation and maintenance operations during the life of the action.

5. Compensating for the adverse impact by replacing, enhancing, or providing similar substitute resources or environments. Preference shall be given to measures that replace the impacted functions on site or in the immediate vicinity of the impact. However, alternative compensatory mitigation within the watershed that addresses limiting factors or identified critical needs for shoreline resource conservation based on watershed or comprehensive resource management plans may be authorized.

6. Monitoring the adverse impact and taking appropriate corrective measures.

C. Applicants for permits have the burden of proving that the proposed development is consistent with the criteria set forth in the shoreline master program and the Shoreline Management Act of 1971, including demonstrating all reasonable efforts have been taken to provide sufficient mitigation such that the activity does not result in net loss of ecological functions.

Staff Response: *The proposed project is located entirely within a developed parcel, therefore, this section does not apply to this permit and is not required.*

<u>26.20.030 – Sensitive Areas</u>
Sensitive areas within the shoreline jurisdiction shall be regulated in accordance with Chapter 26.60 RMC and include:

Article I. General Provisions;
Article II. Wetlands;
Article III. Fish and Wildlife Habitat Areas;
Article IV. Geologic Hazard Areas;
Article V. Critical Aquifer Recharge Areas Protection;
Article VI. Flood Hazard Areas;
Article VII. General Information.

Staff Response: *The proposed project will affect an identified Fish and Wildlife Habitat Area by the WA Department of Fish and Wildlife. A Critical Area Report was submitted to the City as part of the application materials and contained mitigation measures for said habitat area.*

26.20.040 – Shoreline vegetation conservation

In addition to the sensitive areas standards of Chapter 26.60 RMC, the following shall apply to development on the shoreline:

A. A vegetation management plan for city parks and recreation areas, including both developed and undeveloped lands, that protects ecological functions and results in no net loss of these functions through operations, maintenance, or restoration actions in these areas shall be developed and implemented in coordination with the U.S. Army Corps of Engineers. Include integrated vegetation management for control of invasive weeds, and replace existing invasive species with native or compatible species that perform ecological functions similar to native species. Native species are preferred in underdeveloped areas of the shoreline.

   Staff Response: *The proposed project is located entirely within a developed parcel and not within a designated City park or recreation area. This section does not apply.*

B. A vegetation management plan shall be required for all sensitive area buffer areas with degraded native vegetation within SMA jurisdiction and shall:

   1. Maintain adequate cover of native vegetation including trees and understory. If a portion of the buffer has been cleared, or if tree cover is substantially less than a native climax community, enhancement plantings shall be installed.

   2. Provide a dense screen of native trees at the perimeter of the buffer to provide and protect ecological functions and prevent viewing of adjacent development from within the buffer. If existing vegetation or topographic features are not sufficient for these purposes, planting shall be required. Fencing may be required if needed to block headlights or other sources of light or to provide an immediate effective visual screen.

   3. Provide an integrated vegetation management plan for control of invasive weeds, and replace existing invasive species with native or compatible species.

   4. Provide a monitoring and maintenance plan. This provision may be waived for single-family residential lots.

   Staff Response: *The applicant did not submit a vegetation management plan for this project and shall provide said plan as a condition of this permit.*

C. In cases where approved development results in unavoidable adverse impacts to existing shoreline vegetation, mitigation shall be required to ensure that there will be no net loss of the ecological functions. Mitigation shall take place on site to the

maximum extent feasible. A guarantee, in the form of a bond or other security device, shall be required to assure successful establishment, including an appropriate monitoring period.

D. Mitigation plans shall be completed before initiation of other permitted activities, unless a phased or concurrent schedule assuring completion prior to occupancy is approved.

E. Lawns and other nonnative vegetation maintained within shoreline jurisdiction shall minimize use of chemical fertilizers, pesticides, herbicides, or other similar substances. Such chemical treatments shall be applied in accordance with manufacturer's recommendations and associated local, state, and federal laws and regulations. Applications in solid time release form shall be preferred over liquid or concentrate application. Best management practices (BMPs) shall be implemented in all chemical applications.

F. Aquatic weed management by prevention is the first priority. Where active removal or destruction is necessary, it should be the minimum required to allow water-dependent activities to continue, minimize negative impacts to native plant communities, and include appropriate handling or disposal of weed materials.

1. Aquatic weed control shall only occur when native plant communities and associated habitats are threatened, or where an existing water-dependent use is restricted by the presence of weeds. Aquatic weed control shall occur in compliance with all other applicable laws and standards.

2. The control of aquatic weeds by derooting, rotovating or other method which disturbs the bottom sediment shall be considered development for which a shoreline permit is required, unless it will maintain existing water depth for navigation in an area covered by a previous permit for such activity, in which case it shall be considered normal maintenance and repair, and therefore exempt from the requirement to obtain a shoreline permit.

3. Use of herbicides to control aquatic weeds shall be prohibited except where no reasonable alternative exists and weed control is demonstrated to be in the public's interest.

Staff Response: *As the proposed project will be located entirely in a developed parcel, this section does not apply to this permit.*

<u>26.20.050 – Public access</u>

A. Public access on the Columbia River is currently provided by a nearly continuous riverfront trail system developed by the city on public and private lands. Future public access on public and private lands should be consistent with the overall strategy for providing continuous trails along the shoreline. Future development

may be required to reconfigure the existing trail to provide enhanced public access and fit with specific development plans, including public and private open space.

Staff Response: *This section does not apply, as the proposed project is south of the Yakima River Delta and not along the Columbia River shoreline.*

B. Public access on the Yakima River should be guided by the adopted city and regional trail plans. Future public access on public and private lands should be consistent with the overall strategy for providing continuous trails along the shoreline while taking into consideration the range of ecological functions and sensitivities of different areas. Future development shall provide public access consistent with the trail plan and may provide additional trails subsidiary to the main trail, where such opportunities are available to provide enhanced public access and fit with specific development plans, including public and private open space.

Staff Response: *There is no public access to the existing facility or proposed project area and the existing multiuse pathway to the north will not be affected by this proposal.*

C. Physical public access is preferred to solely visual access. Where physical public access is determined not feasible, the applicant shall incorporate visual public access. Visual public access may consist of view corridors, viewpoints, or other means of visual approach to public waters. Physical public access may consist of a dedication of land or easement and a physical improvement in the form of a trail, park, or other area serving as a means of physical approach to public waters.

Staff Response: *The proposed project will not impair visual public access to the Yakima River Delta, as each proposed building will not exceed the maximum building height of thirty-five (35) feet for the Waterfront shoreline environment.*

D. All developments requiring shoreline substantial development or special use permits, and all subdivision or development of more than four lots or residential units, shall provide public access to the shoreline unless criteria in subsections (D)(1) and (2) of this section are met:

1. The applicant demonstrates one or more of the following provisions apply:

    a. Unavoidable health or safety hazards to the public would accompany public access that cannot be avoided by application of alternative design features or other solutions;

    b. Inherent security requirements of the use cannot be satisfied through the application of alternative design features;

c. The cost of providing the access, easement, or an alternative amenity, or mitigating the impacts of public access, is unreasonably disproportionate to the total long-term cost of the proposed development;

d. Unacceptable environmental harm will result from the public access that cannot be mitigated;

e. Significant undue and unavoidable conflict between any access provisions and the proposed use and/or adjacent uses would occur and cannot be mitigated; or

f. Public access is provided by a public entity through implementation of a public access plan incorporated into its master plan, developed through a public participation process and incorporated into this program.

2. Based on documentation provided by the applicant, the city determines that all reasonable alternatives have been exhausted, including, but not limited to:
    a. Limiting the size or placement of public access facilities;

    b. Regulating access by such means as maintaining a gate and/or limiting hours of use;

    c. Designing separation of uses and activities (e.g., fences, terracing, use of one-way glazing, hedges, landscaping, etc.); and

    d. Providing for access at a site geographically separated from the proposal, including contribution to regional trail or public access plans.

Staff Response: *This section does not apply, as this is not a residential development of four (4) or more lots.*

E. The following activities generally are not required to provide public access, except as determined on a case-by-case basis as part of development review:

1. Single-family development of four or fewer units;

2. Dredging;

3. Landfill and excavation;

4. Mining;

5. Private docks serving four or fewer units;

6. Minor additions or changes to an existing use that do not change the configuration of the existing use or add substantial facilities; or

7. Ecological restoration or enhancement activities not associated with a development.

Staff Response: *The proposed project is entirely within an enclosed area on a developed parcel. The project will go extend beyond the existing enclosed area.*

F. Specific provisions for public access shall be evaluated on a case-by-case basis to ensure that they are of the kind, quality and scope to provide a substantial public benefit with respect to the Shoreline Management Act's objectives, and do not create a disproportionate impact on landowners.

Staff Response: *No specific provisions for public access are required for this project.*

G. The amount and configuration of public access required shall depend on the proposed use(s), the range of ecological functions and sensitivities of different areas on a site, the shoreline environmental designation, and the following criteria:

1. Any development or use that creates increased demand for public access to the shoreline shall provide public access to mitigate this impact.

2. Any development or use that interferes with an existing public access shall provide public access to mitigate this impact.

3. Development within the waterfront environment is encouraged to provide public access in the form of a public plaza meeting the criteria in RMC § 26.30.040(F)(2).

4. Uses and developments that utilize aquatic lands shall provide public access consistent with maintaining the use and public safety. Public access shall be provided generally equivalent to 10 to 20 percent of the public harbor land or aquatic land utilized. Where over-water access is found to be infeasible pursuant to subsection (D) of this section, upland on- and off-site facilities may be approved as an alternative. Single-family residential uses or uses that are developed with public funding or other public resources are exempt from this criterion.

5. New or expanded dikes and levees shall provide linear public access trails along the facility.

6. Public roads or other public facilities parallel to or crossing shorelines shall provide public access trails or sidewalks within the right-of-way. Additional right-of-way acquisition may be required to provide public access.

7. Public utilities within the shoreline, other than distribution facilities, shall provide public access consistent with maintaining the use and public safety.

Staff Response: *The proposed project will not create an increase in demand or interfere with public access to the Yakima River Delta. Criterion 3 does not apply to this proposal, as the development is occurring on an existing developed parcel.*

H. Public access shall be consistent with the shoreline environmental designation and may consist of a physical improvement in the form of a walkway, trail, bikeway, corridor, viewpoint, park, deck, observation tower, pier, boat-launching ramp, dock or pier area, or other area serving as a means of view and/or physical approach to public waters, and may include interpretive centers and displays. Public access improvements shall meet the following location and design criteria:

1. Public access shall be provided as close (horizontally and vertically) as feasible to the water's edge to provide the general public with opportunity to reach, touch, view, and enjoy the water's edge; provided, that public access does not adversely affect sensitive ecological features or lead to an unmitigated reduction in ecological functions.

2. If open space is provided along the shoreline in the form of sensitive area buffers, and public access can be provided in a manner that will not result in a loss of ecological function, a public pedestrian access walkway along and parallel to the waterfront of the property is the preferred design. The walkway shall be set back from sensitive features and may provide only limited and controlled access to the water's edge. Fencing may be provided to control damage to plants and other sensitive features and shall provide for wildlife movement. Soft surface trails of limited width should be specified, where appropriate, to reduce impacts to ecologically sensitive resources.

3. Public access shall be connected directly to the nearest public street; shall include provisions for physically impaired persons where feasible and where additional impact on ecological functions will not occur; and shall be located adjacent to and connect with other public areas, accesses, and connecting trails.

4. Where physical access to the water's edge is not present or appropriate, a public viewing area shall be provided in cases where views of the water or shoreline are available.

5. In natural open space zones, the need for trails for ADA access should be balanced with the extent of alteration of the natural environment required to accommodate such facilities.

6. Design shall minimize intrusions of privacy for both site users and public access users by avoiding locations adjacent to windows and/or outdoor private open spaces, or by screening or other separation techniques.

7. Design shall provide for the safety of users, including the control of offensive conduct through providing public visibility (not including removal of buffer vegetation), or provision of specific oversight. The administrator may authorize public access to be temporarily closed to develop a program to address offensive conduct. If offensive conduct cannot be reasonably controlled, alternative facilities may be approved as a permit revision.

8. Public amenities appropriate to the use of the public access space shall be provided. These amenities may include, but are not limited to, benches, picnic tables, public docks and sufficient public parking.

9. Public restrooms and facilities for animal waste may be required as part of public access amenities for developments by public entities or commercial developments that attract a substantial number of persons.

Staff Response: *There is an existing multiuse pathway to the north of the project area. The proposal will not affect the pathway in any way, shape, form, or height.*

I. View Protection.

1. Shoreline development shall be designed to avoid blocking, reducing, or adversely interfering with the public's existing visual access to the water and shorelines.

2. Development and uses on public lands such as parks, open space, street ends, rights-of-way and utilities shall provide visual access corridors where views of water bodies are available from public roadways and public viewpoints to the extent feasible, consistent with facilities for water-dependent use or recreation use and maintenance of native vegetation buffers for sensitive areas.

Staff Response: *The proposed project will not interfere with existing visual access to the water or shorelines of the Yakima River Delta, as no part of the development will exceed the maximum building height of thirty-five (35) feet for the Waterfront shoreline environment.*

J. Public access shall be maintained over the life of the use or development. Future actions by the applicant, successors in interest, or other parties shall not diminish the usefulness or value of the public access provided.

1. Required public access sites shall be fully developed and available for public use at the time of occupancy of the use or activity, or in accordance with provisions for guaranteeing installation through a performance assurance.

2. Public access provisions shall be recorded as an easement or a dedication to the public on the face of a plat or short plat. Said recording with the Benton County auditor's office shall occur at the time of building permit approval or plat recordation, whichever comes first.

3. Maintenance of the public access shall be the responsibility of the owner unless expressly accepted by a public or nonprofit agency.

4. The minimum width of public access easements shall be 15 feet, unless the city determines that undue hardship would result. In such cases, easement width may be reduced only to the minimum extent necessary to relieve the hardship.

5. Public access shall be available to the public 24 hours per day unless specific exceptions are granted though the substantial development permit process where safety hazards to users or adjacent uses are substantiated.

6. Public access signs bearing the standard state-approved logo or other approved design shall be installed and maintained by the applicant and owner. The sign(s) must indicate the public's right of access and hours of access, and shall be installed in conspicuous locations at public access sites. Signs may display restrictions of public access as approved by a specific condition of permit approval.

Staff Response: *Public access will not be affected by the proposed project, as there is no current public access to the multiuse pathway through the BFT parcel.*

K. Public access afforded by shoreline street ends, public utilities and rights-of-way shall be preserved, maintained and enhanced pursuant to RCW 35.79.035 and 36.87.130.

Staff Response: *There is no public access to the multiuse pathway by way of street ends, public utilities, and/or rights-of-way through the project site. Therefore, this criterion does not apply to this project.*

26.20.060 – Signs

A. All signs shall be located and designed to be compatible with the aesthetic quality of the existing shoreline and adjacent land and water uses. Signs shall minimize interference with vistas, viewpoints, and visual access to the shoreline.

B. All signs shall be permitted in accordance with the procedures of RMC Title 27 in addition to this program.

C. Freestanding commercial signs are prohibited between buildings and the shoreline, except for public information signs.

D. Except where no feasible location outside of SMA jurisdiction is available, signs placed in SMA jurisdiction should be limited to public information signs directly relating to a shoreline use or activity, water navigational signs, and legally required highway and railroad signs necessary for operation, safety and direction.

E. Over-water signs or signs on floats or pilings shall be allowed only when serving a related water-dependent use, and only when the primary users of the facility approach by water and would not be served by land-mounted signs.

F. Lighted signs shall be hooded, shaded, or aimed so that lighting will not result in glare when viewed from public access facilities or watercourses.

G. Conceptual sign plans and design guidelines shall be submitted for review and approval at the time of shoreline permit application, and shall be utilized in future review of sign permits for the property.

H. Signs shall not be permitted where their location or design obstructs or otherwise interferes with traffic movement, or where the location or orientation unnecessarily interferes with upland users.

Staff Response: *Signs are not proposed with this project. If signs are proposed to be placed in the future, they will need to meet the standards of this section.*

26.20.070 – Archaeological areas and historic sites

Included on Richland's shorelines are areas known to be of significant archaeological and historic value. The Washington State Department of Archaeology and Historic Preservation is recognized as the authority on matters concerning areas recorded as important archaeological or historic sites. In addition, memoranda of understanding with tribes should apply in accordance with the terms of such agreement(s).

A. Prior to approval of any permit requests, city of Richland staff shall consult with the Washington State Department of Archaeology and Historic Preservation for the purpose of identifying potentially valuable archaeological data, and for recommendations concerning preservation or salvage of the data identified.

B. Developers and property owners shall, in the event of discovery of archaeological resources during excavation, immediately stop work and notify the city of Richland and the Washington State Department of Archaeology and Historic Preservation. Development may resume only after approval by the Department of Archaeology and Historic Preservation (DAHP). The city or DAHP will notify tribes if the nature of the resource so warrants.

C. Where a professional archaeologist or historian recognized by the state of Washington has identified an area or site as having significant cultural value, or where such area is listed on a national, state, or local historic register, the city may require evaluation of the resource and application of appropriate mitigation measures as a condition of permit issuance.

D. Permits for development in shoreline areas documented to contain archaeological resources shall require inspection of the site prior to and during construction by a professional archaeologist in coordination with potentially affected Indian tribes.

Staff Response: *Construction of the proposed project will occur on a developed property. Staff will be requesting that the project implement and follow an Inadvertent Discovery Plan (IDP) for the proposal.*

26.20.080 – Water quality, stormwater, and nonpoint pollution

A. All development activities approved under this title shall be designed and maintained in a manner consistent with the city's stormwater management plan and adopted engineering design standards. All proposed stormwater control and stormwater discharges shall be in compliance with the latest Department of Ecology Stormwater Manual for Eastern Washington.

B. Shoreline development shall be designed and maintained to minimize the need for chemical treatments, including application of fertilizers, pesticides and herbicides, in order to prevent contamination of surface and ground water resources.

C. All structures placed within water bodies or that may come in contact with water shall be constructed of materials that will not adversely affect water quality or aquatic plants and animals. Materials treated with creosote are prohibited in the shoreline environment.

26.20.090 – Boat and vessel facilities

Staff Response: *No boat or vessel facilities are proposed as part of this project, therefore, this section does not apply to this application.*

RMC Chapter 26.30 Use Regulations

26.30.011 – Use table

The following use activity-shoreline environment compatibility chart shall be consulted as a general guide to determine permitted uses in the various shoreline environments. Use

activities permitted or requiring a special use permit must be developed in accordance with all policies and regulations of the shoreline program.

A. All land uses allowed are subject to the preference for water-oriented uses and subject to specific criteria for uses included in these regulations.

B. Uses allowed in the aquatic environment are those allowed in the adjacent upland environment, limited to water-dependent use, ecological enhancement, and those transportation and utility facilities and essential public facilities for which no alternative location is feasible.

C. If a use is prohibited in the underlying zoning district, it is also prohibited in the shoreline.

D. KEY: X = Prohibited, P = Permitted, A = Permitted as an Accessory Use, SU = Special Use Permit.

Land Use	**Waterfront**
Public/Quasi-Public Uses	
Public Agency Buildings or Facilities	P

26.30.012 – Bulk and dimension chart

Standard	**Waterfront**
Sensitive Area Buffer Water-Dependent Use	NA[1]
Sensitive Area Buffer Non-Water-Dependent Use	As provided by Table 26.60.024(D) – Wetland Buffer Width, Table 26.60.042 – Riparian Buffer Width
Minimum Building Setback from OHWM Water-Dependent Use	NA[1]
Minimum Building Setback Non-Water-Dependent Use	15 feet (except for residential, which is 25 feet) from the edge of the applicable riparian buffer, or 15 feet (except for residential, which is 25 feet) from the landward edge of a roadway, canal, levee, paved trail or parking area, as applicable, as provided in Table 26.60.042[2]
Minimum Front Yard Setback	As provided by zoning
Minimum Side Yard Setback	As provided by zoning
Minimum Rear Yard Setback	As provided by zoning
Minimum Lot Width – One-Family Attached Dwellings	As provided by zoning

Minimum Lot Area	As provided by zoning
Maximum Density – Multifamily Dwellings (units/square feet)	1:1,500
Maximum Lot Coverage	NA
Maximum Building Height[14,15]	35/55 feet[3]
Maximum Building Height – Detached Accessory Buildings	35 feet

1. No sensitive area buffer or building setback applies to water-dependent elements of a water-dependent use.
2. Buildings are not allowed in the natural open space zoning district.
3. Building height may be increased to up to 55 feet in the waterfront environment subject to the provisions of RMC § 26.30.013.

26.30.013 Provisions for additional height in the waterfront environment

Structures in the waterfront environment may exceed a height of 35 feet based upon a review of the site plan and structure and compliance with the following criteria:

A. Additional open space or a plaza is provided on the site that earns bonus floor area in accordance with RMC § 26.30.040(F)(2).

B. The hearing examiner finds that:
    1. The increased building height will not obstruct the view of a substantial number of residences on areas adjoining such shorelines;

    2. Overriding considerations of the public interest will be served by providing additional public open space and facilities that enhance public enjoyment of the shoreline;

    3. The proposed building is aesthetically pleasing in relation to buildings and other features in the vicinity; and

    4. The building is located a sufficient distance from the Columbia River to avoid creating a visual barrier.

26.30.040 – Commercial development

Shoreline commercial uses, including offices, restaurants, general retail sales, hotels, motels and convention centers, are recognized as being most suitable in the waterfront environment already developed at urban intensities. Policies and regulations for these uses encourage developments having a functional dependency on shoreline location and water orientation, and which afford maximum public access, use, and circulation along the waterfront.

A. Commercial development in shoreline areas shall be designed, located, and constructed to achieve no net loss of ecological functions.

B. Preference shall be given to water-dependent commercial uses over non-water-dependent commercial uses. Water-related uses shall be given priority over non-water-related uses.

C. Commercial development that is not water-dependent shall not be allowed over water except where it is located within the same building and is accessory to and necessary for a water-dependent use.

D. Non-water-oriented commercial development shall be allowed only when:

    1. The use is part of a mixed-use project that includes water-dependent uses and provides a significant public benefit with respect to provision of public access and/or ecological restoration; or

    2. Navigability is severely limited at the proposed site, and the commercial use provides a significant public benefit with respect to provision of public access and/or ecological restoration.

E. In areas of the shoreline designated for commercial use, non-water-oriented commercial uses may be allowed on sites physically separated from the shoreline by another property in separate ownership or public road right-of-way.

F. Uses within the waterfront environment shall be designed to provide multiple uses that enhance cultural and related commercial facilities to enhance and diversify the public's experience of the shoreline, including tourists, by providing water-oriented and enjoyment uses and community recreational resources and providing public access and view corridors. Uses in this area must meet the following additional criteria:

    1. Development is subject to Chapter 23.48 RMC, Site Plan Review, as adopted or subsequently amended.

    2. Public open space for public access and to accommodate water-enjoyment uses and other uses allowing public visual access to the waterfront, such as restaurants, is a preferred use and may earn bonus floor area in buildings between 35 and 55 feet in height, subject to the following criteria:\

        a. Public open space in excess of 15 percent of the area of shoreline jurisdiction on a site may earn one square foot of building floor area for each square foot of open space, up to 20,000 square feet, provided the following criteria are met:

            i. The open space area must abut the Riverside Trail on at least half its total width;
            ii. The open space must be at the elevation of the Trail;

iii. The open space may extend no further than 50 feet from the edge of the Trail;
iv. The open space must be accessible to the public at all times;
v. The open space must consist of grass turf or other surface that will accommodate pedestrian foot traffic;
vi. At least one bench or table with chairs open to the public must be provided for every 2,000 square feet of open space; and
vii. Planting areas for ornamental vegetation not allowing foot traffic are excluded from the area qualifying for bonus floor area.

b. Public open space plazas may earn additional bonus floor area, of four square feet of building floor area for each square foot of open space, up to 10,000 square feet, in addition to any area earned by subsection (F)(2)(a) of this section, if the facility meets the following criteria:

i. The open space area must abut the Waterfront Trail on at least 20 percent of its total perimeter;
ii. The open space must be at the elevation of the Trail;
iii. The open space may extend no further than 75 feet from the edge of the Trail;
iv. The open space must be accessible to the public at all times;
v. The open space must consist of a hard surface of concrete, brick, pavers, or similar materials. Permeable surfaces are encouraged to the extent feasible;
vi. Shade shall be required by trees planted in grates at grade level allowing pedestrian passage over grates at a minimum ratio of one tree per 1,600 square feet of plaza area;
vii. At least one bench or table with chairs open to the public must be provided for every 2,000 square feet of open space;
viii. The open space must be abutted by building frontage at the same elevation as the plaza, and with ground floor clear vision glass and door access at a spacing of no less than 50 feet on at least 50 percent of its total perimeter;
ix. At least 50 percent of the building perimeter must be retail or restaurant use; and
x. Planting areas for ornamental vegetation at the perimeter of the plaza in areas without clear glass building frontage may be allowed on up to 10 percent of the plaza area if the beds of such landscaping are within 18 inches of the plaza elevation.
xi. Additional bonus area of two square feet of building floor area for each square foot of open space, up to 2,000 square feet in addition to any area earned by the provisions above, may be earned by dedication of an area of outside seating at a

restaurant, coffee shop, or similar use. Up to 50 percent of the qualifying bonus area may be devoted to sale of liquor.

c. The administrator may allow interim use of retail or restaurant building frontage for office or other compatible use if the building owner documents a good faith effort to procure retail or restaurant tenants. Such interim use may be approved for a period of up to three years, and may be renewed upon demonstration of meeting the same criteria.

3. Public view corridors that provide the public with an unobstructed view of the water from adjacent public streets to the Columbia River shall be provided in the waterfront environment subject to the following criteria:

   a. View corridors shall extend from the public street providing access to the site and shall extend to the water's edge.
   b. Preferred locations for view corridors are along property lines.
   c. Width of view corridors shall be determined based on the potential for providing views in new development and redevelopment, and shall be based on topography, parcel size, and effects on development potential.
   d. Development and uses within view corridors shall be limited to prevent obstruction of the corridor.
   e. Establishment of a view corridor shall not allow for clearing or removal of shoreline buffer vegetation provided in critical area regulations.
   f. View corridors shall be recorded as an easement in accordance with the provisions of RMC § 26.20.050, Public access.

<u>26.30.100 – Transportation facilities</u>

A. Roads and Bridges.

Staff Response: *Section does not apply, as there are no new or expanded roads and/or bridges proposed.*

B. Nonmotorized Facilities.

Staff Response: *Section does not apply, as the proposed project will not affect any existing nonmotorized facilities*

C. Railroads.

Staff Response: *Section does not apply, as there are no new or expanded roads and/or bridges proposed.*

D. Parking.

1. Parking facilities in shorelines are not a preferred use and shall be allowed only as necessary to support an authorized use. Parking facilities shall be located outside shoreline jurisdiction where possible. Parking in shoreline jurisdiction shall directly serve a permitted shoreline use and shall be located outside of sensitive area buffers and as far from the water/land interface as possible.

   Staff Response: *All proposed parking facilities are ancillary to an authorized use and will be located outside of any sensitive area buffers.*

2. Parking facilities serving individual buildings on the shoreline shall be located landward from the principal building being served. The only exceptions to this would be when the parking facility is within or beneath the structure and adequately screened, or in cases when an alternate location would have less environmental impact on the shoreline and in all cases is prohibited over the water.

   Staff Response: *All proposed parking facilities will be located on the landward side of the project site and will be contained within the developed parcel.*

3. Parking facilities shall be designed and landscaped to minimize adverse impacts upon adjacent shoreline and abutting properties. Landscaping shall comply with Chapter 23.54 RMC and, in addition, landscaping between parking areas and public access shall provide effective screening within three years of project completion.

   Staff Response: *This will be a condition of the permit, and the applicant will need to submit a landscaping plan which complies with the requirements of RMC Chapter 23.54.*

RMC 26.50 Permit Administration and Enforcement

26.50.040 – Approval Criteria

In order to approve any development within shoreline master program jurisdiction, the city must find that a proposal is consistent with the following criteria in addition to the requirements of RMC Title 19, Development Regulation Administration.

A. Conformance with the Shoreline Management Act of 1971, as amended;

   Staff Response: *The proposed project is in conformance with the Shoreline Management Act of 1971, as amended.*

B. General conformance with the goals for the shoreline master program, the general development policies for the plan elements, and the applicable policy statements for the use activity and the shoreline environment;

Staff Response: *The proposed project is in conformance with the goals, general development policies, and policy statements for the use activity and shoreline environment designations.*

C. Compliance with use regulations of the shoreline master program appropriate to the shoreline designation and the type of use or development proposed, particularly the preference for water-oriented uses, subject to liberal construction to give full effect to the objectives and purposes for which they have been enacted. If a non-water-oriented use is approved, the decision maker shall enter specific findings documenting why water-oriented uses are not feasible;

Staff Response: *The proposed project is in compliance with the use regulations of the shoreline master program.*

D. Compliance with bulk and dimensional regulations of the shoreline master program appropriate to the shoreline designation and the type of use or development proposed, except those bulk and dimensional standards that have been modified by approval of a shoreline variance;

Staff Response: *The proposed project is in compliance with the bulk and dimensional regulations found in RMC 26.30.013 for the Waterfront environment designations.*

E. Consideration of the recommendations and comments of the Richland parks and recreation commission, as the proposed development will affect and be affected by the goals and objectives of city plans for parks, trails, and open space;

Staff Response: *The proposed project will not affect any of the City's goals or objectives for parks, trails, and open space.*

F. General conformance with the provisions of the Richland comprehensive plan;

Staff Response: *The proposed project is in conformance with the City of Richland's comprehensive plan.*

G. Consideration of provisions for facilities and improved designs to accommodate and encourage use by the physically disabled;

Staff Response: *The proposed project is currently not be open to the public and will not be available to the public.*

H. Compliance with the State Environmental Policy Act (SEPA), Chapter 43.21C RCW; and

Staff Response: *The applicant did submit a SEPA Environmental Checklist with this application, the City utilized the Optional Determination of Non-Significance*

(O-DNS) process as a result. On August 03, 2026, the City issued a Determination of Non-Significance (DNS) for the proposed project.

I. Compliance with applicable provisions of the Richland Municipal Code.

Staff Response: *The proposed project will need to comply with the applicable provisions of the Richland Municipal Code, including RMC Chapter 23.54 and Chapter 26.20.040.*

SEPA

The City of Richland is the lead agency for the proposal under the State Environmental Policy Act (SEPA). The City utilized the Optional DNS Process as allowed per WAC 197-11-355. The City reviewed the proposed project for probably adverse environmental impacts and issued a SEPA Determination of Non-Significance (DNS) for the project on August 03, 2026, which is included herein as Exhibit 4.

Posted on SEPA Register as SEPA #202602777.

Critical Areas

The proposed project will impact a designated Fish and Wildlife Habitat critical area and will need to be mitigated.

Agency Comments

As of August 03, 2026, staff has received six (6) comments regarding this proposed project (see Exhibit 5).

Public Comments

As of August 03, 2026, staff has not received any public comments regarding this proposed project.

Public Notices

Notice of Application & Hearing Mailed:	July 01, 2026
Notice of Application & Hearing Posted:	July 01, 2026
Notice of Application & Hearing Published:	July 01, 2026
Posted on SEPA Register:	July 01, 2026
Public Hearing Date:	August 10, 2026

A combined notice of application, Optional DNS (SEPA) and notice of hearing were provided through posting of the property and publication in the *Tri-City Herald* newspaper. Private properties located within 300' of the project site were also sent the combined notice of application, Optional DNS and notice of hearing.

Suggested Findings and Conclusions

Staff has completed its review of the request for a Shoreline Substantial Development Permit (PLN-T2-2026-00021 & PLN-T1-2026-00487) and recommends that the Hearing Examiner APPROVE the request based on the following:

1. Knutzen Engineering, on behalf of the property owner, Ben Franklin Transit, has applied for a Shoreline Management Substantial Development Permit (SSDP) for the construction of two accessory structures within the shoreline setback area of the Ben Franklin Transit Facilities parcels.

2. The project site is located at 1000 Columbia Park Trail and is generally located on the north side of Columbia Park Trail and north and east of State Route 240.

3. Access to the site will be from Columbia Park Trail.

4. The project site is located within the General Business Use (C-3) Zoning District.

5. RMC 23.22.040 contains the table containing the site requirements and development standards for commercial use districts.

6. RMC 23.22.040 places a maximum height for structures at 80 feet for the General Business Use District (C-3).

7. RMC 26.30.012 places a maximum building height of 35 feet with a provision of up to 55 feet for the Waterfront Environment, as described in RMC 26.30.013.

8. The Comprehensive Plan designates the site as the General Commercial (GCOM) Land Use Classification.

9. All required public notification requirements were met.

10. The City of Richland issued a Determination of Non-Significance on August 03, 2026.

11. The subject property is located within an area designated by the Shoreline Master Program (SMP) as a Waterfront Environment, see Exhibit 2.

12. The City received zero (0) comment letters from the public at large and five (5) comment letters from governmental entities.

13. Domestic water, irrigation and electrical power lines are in place to serve the site and have adequate capacity to supply the proposed project.

14. Pursuant to RMC 26.10.063 Management Policies, for the Waterfront environment, in applying the use chart in the Shoreline Master Program, and the zoning allowed uses, the following shall guide the liberal interpretation of these regulations:

    - Water-oriented uses shall be given highest priority for waterfront sites.

- Mixed use, resort motel and hotel facilities, special commercial and similar uses are encouraged to maximize public access and provide for aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use, and, through location, design, and operation, ensure the public's ability to enjoy the physical and aesthetic qualities of the shoreline.

- Physical public access should be provided by the shoreline trail system.

- Visual access should be provided by the shoreline trail system and by open space that provides congregating areas for people to enjoy the aesthetic qualities of the shoreline, including seating areas and compatible commercial uses.

15. The overall scope of the project complies with the general intent and purpose of RMC 26.20.010.

16. In regard to RMC 26.20.020, due to the project location, landward of the existing multiuse pathway, it appears that there will not be any loss of ecological functions by development of the site.

17. The project is within a City Sensitive Area as specified in RMC 26.20.030, particularly Article III. Fish and Wildlife Habitat Areas.

18. Applicant submitted a Critical/Sensitive Area Report as part of the application material, as required under RMC 26.60 – Sensitive Areas.

19. The proposed project does need to meet the requirements of RMC 26.20.040, Shoreline Vegetation Conservation, as the project site is located within a designated sensitive area.

20. The proposed project will not affect any existing public access along the Columbia River, as described in RMC 26.20.050.

21. The site does not have physical access to the Columbia River or the Yakima River Delta; As a result, the proposal does not need to meet the requirements contained within RMC 26.20.050 pertaining to public access.

22. In regard to RMC 26.20.060 – Signs, the application materials submitted did not include provisions for any signage.

23. There is domestic water, stormwater, sanitary sewer, electrical service and natural gas servicing the parent parcel.

24. The proposed development is consistent with the intent and requirements of RMC 26.30.040, Commercial Development.

25. The proposed development is consistent with the intent and requirements of RMC 26.30.100, Transportation facilities.

26. RMC 26.50.040 – Permit Administration and Enforcement contains nine (9) approval criteria that must be met prior to the issuance of a Shoreline Substantial Development Permit.

27. The project does satisfy all of the shoreline substantial development permit review criteria contained within RMC 26.50.040.

28. The proposed use is consistent with the policies, regulations and standards of RCW 90.58.020 and Richland's shoreline program.

29. The proposed use of the site and design of the project is compatible with other authorized uses within the area and with uses planned for the area under Richland's comprehensive plan and shoreline master program.

30. The public interest will not suffer substantial detrimental effect as a result of the project should be approved as currently proposed.

31. The project is consistent with the provisions of Richland's Shoreline Master Program or applicable zoning regulations.

Suggested Conditions of Approval

Staff is recommending the following conditions of approval be attached to the shoreline substantial development permit to ensure that the project conforms to all applicable City codes and standards:

1. A vegetation management plan, as required under RMC Chapter 26.20.040, shall be submitted prior to any development occurring at the project site.

2. A landscaping plan which meets the requirements of RMC Chapter 23.54.120 and 23.54.140, shall be submitted as part of the building permit application.

3. Any new utilities servicing the new buildings shall require a City permit and be installed according to current City of Richland standards, including but not limited to domestic water, stormwater, sanitary sewer, electrical service, fire hydrants, etc.

4. Shall apply for a Notice of Construction (NOC) from the Benton Clean Air Authority and submit the completed NOC to the City for review.

5. Coordinate with the Washington Department of Fish and Wildlife (WDFW) regarding mitigation for the on-site shrubsteppe habitat and any nesting bird species. A revised Critical Area Report which addresses the mitigation sequencing found in RMC 26.20.020(B) shall be submitted to the City and WDFW for review and approval.

6. Coordinate with the Washington State Department of Transportation (WSDOT) – South Central Region for any utility work that may be within any WSDOT right-of-way.

7. Any new signs, either freestanding or building-mounted, that may be part of this project will need to follow the standards of Title 27 RMC and the state Scenic Vistas Act of 1971. If any new signs are proposed, the appropriate sign permits shall be filed and submitted with the City of Richland and/or WSDOT.

8. Coordinate with the Washington State Department of Ecology regarding their Toxic Cleanup Program and if any off-site stormwater discharge, apply for a NPDES Construction Stormwater General Permit and submit the completed permit to the City for review.

Exhibit List

1. Application Materials
2. Maps
3. Public Notice and Affidavits
4. SEPA DNS
5. Agency Comments
6. Record of Survey (RS) #6276 (AFN 2026-009903)

Exhibit 1

City of Richland
625 Swift Blvd
Richland WA 99352
(509) 942-7794

Plan Snapshot Report

Plan Type:	Type 2	**Plan #:**	PLN-T2-2026-00021	**App Date:**	05/06/2026
Work Class:	T2 - Shoreline Substantial Development	**District:**	City of Richland	**Exp Date:**	09/03/2026
Status:	In Review			**Completed:**	NOT COMPLETED
Description:	Construction of two accessory structures within the shoreline setback on the Ben Franklin Transit Facilities parcels. On Parcel 130992000015001, construction of an accessory structure for use as a Storage Warehouse is proposed to be approximately 4,000 sf in size and within the shoreline setback. This will be a cold warehouse structure that is open on at least one side. The surrounding area to the south will be paved for parking and storage. There will be a deicer storage accessory facility located to the east of the warehouse structure. On Parcel 130992000015002, construction of a fully enclosed accessory structure for use as a Paint Spray Room with Support Spaces is proposed to be approximately 3,150 sf in size and within the shoreline setback, to the north of the existing main Maintenance Building.			**Approval Expire Date:**	

Parcel:		**Address:**		**Zone:**
130992000015001		912 Columbia Park Trl Richland, WA 99352		
130992000015002	Main	1000 Columbia Park Trl Richland, WA 99352	Main	

Applicant
Micheal P Walker
203 N Washington St. #400
Spokane, WA 99201
Business: (509) 838-8568
Mobile: (208) 301-0329

Applicant
Amanda Whitehead
5401 Ridgeline Drive Suite 160
Kennewick, WA 99338
Business: (509) 222-0959

Contractor
Mac McGrath
1060 Jadwin Ave Suite 300
Suite 300
Richland, WA 99352
Home: (509) 943-7677
Business: (509) 943-7677
Mobile: (509) 713-0407

Applicant
Knutzen Engineering
5401 Ridgeline Drive Ridgeline
DR Ste 160 Ste 160
Kennewick, WA 99338
Business: (509) 222-0959
Mobile: (509) 440-1817

Property Owner
Shane Anderson
1000 Columbia Park Trail
Richland, WA 99352
Home: (509) 531-0424
Business: (509) 734-5200
Mobile: (509) 531-0424

Property Owner
Ben Franklin Transit
1000 Columbia Prk TRL
Richland, WA 99352
Business: (509) 734-5132

EXHIBIT "A"

Legal Description

PARCEL 1: (130992000015001)

Government Lot 5, Section 30, Township 9 North, Range 29 East, W.M., records of Benton County, Washington;

EXCEPT the East 6 acres thereof;

AND EXCEPT that portion lying South and West of the North Line of Primary State Highway No. 3, also known as Inland Highway;

AND ALSO EXCEPT that portion acquired by the United States of America under Declaration of Taking dated July 13, 1951, filed in District Court of the United States for the Eastern District of Washington, Southern Division, Case No. 580.

AND ALSO EXCEPT that portion lying Westerly of the following described line: Commencing at the Southwest corner of said Government Lot 5; thence South 89°17'06" East, along the South line of Government Lot 5, for 319.69 feet; thence North 09°41'54" West for 178.07 feet to the North right of way margin of the inland highway and the True Point of Beginning of the hereinafter described line; thence North 09°41'54" West for 350.57 feet to the South line of said Declaration of Taking and the terminus of said described line.

AND EXCEPT any portion deeded to the State of Washington by Quit Claim Deed recorded July 21, 2004 under Auditor's File No. 2004-025933.

PARCEL 2: (130992000015002)

That portion of Government Lot 5, Section 30, Township 9 North, Range 29 East, W.M., records of Benton County, Washington, lying Southerly of the U.S. Taking line for the McNary reservoir, as acquired by the United States of America under Declaration of Taking dated July 13, 1951, filed in the District Court of the United States for the Eastern District of Washington, Southern Division, Case No. 580;

EXCEPT that portion thereof lying South and West of the North line of Primary State Highway No. 3, also known as Inland Highway;

AND ALSO EXCEPT that portion lying Easterly of the following described line: Commencing at the Southwest corner of said Government Lot 5; thence South 89°17'06" East, along the South line of Government Lot 5, for 319.69 feet; thence North 09°41'54" West for 178.07 feet to the North right of way margin of the inland highway and the True Point of Beginning of the hereinafter described line; thence North 09°41'54" West for 350.57 feet to the South line of said Declaration of Taking and the terminus of said described line.

AND EXCEPT any portion deeded to the State of Washington by Quit Claim Deed recorded July 21, 2004 under Auditor's File No. 2004-025933.

SUBDIVISION

Issued By:

CHICAGO TITLE INSURANCE COMPANY

Guarantee/Certificate Number:

62242600871

CHICAGO TITLE INSURANCE COMPANY

a corporation, herein called the Company

GUARANTEES

Knutzen Engineering

herein called the Assured, against actual loss not exceeding the liability amount stated in Schedule A which the Assured shall sustain by reason of any incorrectness in the assurances set forth in Schedule A.

LIABILITY EXCLUSIONS AND LIMITATIONS

1. No guarantee is given nor liability assumed with respect to the identity of any party named or referred to in Schedule A or with respect to the validity, legal effect or priority of any matter shown therein.
2. The Company's liability hereunder shall be limited to the amount of actual loss sustained by the Assured because of reliance upon the assurance herein set forth, but in no event shall the Company's liability exceed the liability amount set forth in Schedule A.

Please note carefully the liability exclusions and limitations and the specific assurances afforded by this guarantee. If you wish additional liability, or assurances other than as contained herein, please contact the Company for further information as to the availability and cost.

Chicago Title Insurance Company

By:

Michael J. Nolan, President

Attest:

Marjorie Nemzura, Secretary

Chicago Title Company of Washington
9001 W. Tucannon Avenue, Suite 220
Kennewick, WA 99336

Countersigned By:

Dylan Strait
Authorized Officer or Agent

ISSUING OFFICE:
Title Officer: Christopher Hull Chicago Title Company of Washington 9001 W. Tucannon Avenue, Suite 220 Kennewick, WA 99336 Phone: (509)735-1575 Fax: (509)735-0707 Main Phone: (509)735-1575 Email: Christopher.Hull@ctt.Com

SCHEDULE A

Liability	Premium	Tax
$1,000.00	$350.00	$30.80

Effective Date: April 23, 2026 at 08:00 AM

The assurances referred to on the face page are:

That, according to those public records which, under the recording laws, impart constructive notice of matter relative to the following described property:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

Title to said real property is vested in:

Ben Franklin Transit, a municipal corporation

subject to the matters shown below under Exceptions, which Exceptions are not necessarily shown in the order of their priority.

END OF SCHEDULE A

EXHIBIT "A"

Legal Description

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AND EXCEPT any portion deeded to the State of Washington by Quit Claim Deed recorded July 21, 2004 under Auditor's File No. 2004-025933.

SCHEDULE B

1. As to Parcel 1:
General and special taxes and charges, payable February 15, delinquent if first half unpaid on May 1, second half delinquent if unpaid on November 1 of the tax year (amounts do not include interest and penalties):

Year:	2026
Tax Account No.:	130992000015001
Levy Code:	R2
Assessed Value-Land:	$341,810.00
Assessed Value-Improvements:	$14,400.00

General and Special Taxes:

Billed:	$392.70
Paid:	$392.70
Unpaid:	$0.00

Taxes include Columbia Irrigation District Assessments

2. As to Parcel 2:
General and special taxes and charges, payable February 15, delinquent if first half unpaid on May 1, second half delinquent if unpaid on November 1 of the tax year (amounts do not include interest and penalties):

Year:	2026
Tax Account No.:	130992000015002
Levy Code:	R2
Assessed Value-Land:	$2,187,200.00
Assessed Value-Improvements:	$1,689,860.00

General and Special Taxes:

Billed:	$1,021.54
Paid:	$1,021.54
Unpaid:	$0.00

Taxes include Columbia Irrigation District Assessments

3. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Pacific Telephone and Telegraph Company
Purpose:	Poles and wires
Recording Date:	March 16, 1929
Recording No.:	111527

4. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Pacific Power and Light Company
Purpose:	Electric Transmission/Distribution Lines
Recording Date:	May 9, 1938
Recording No.:	153510

SCHEDULE B
(continued)

5. A Perpetual Easement and Right of Way to enter upon and constuct, maintain, repair, operate, replace and/or remove a drainage pipeline, including any and all appurtenances thereto in, upon, under, over and across subject property, together with the right to trim out, fell, and remove therefrom all trees and underbrush and obstructions and any other vegetation, structures, or obstacles within the limited of the right of way filed in District Court of the United States for the Eastern District of Washington, Southern Division, Case No. 580. recorded July 18, 1951 under Auditor;s File No. 274953.

6. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Public Utility District No. 1 of Benton County
Purpose:	Right of Way Easement
Recording Date:	August 1, 1985
Recording No.:	85-9954

7. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Record Survey 2205:

Recording No: 96-19072

8. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Public Utility District No. 1 of Benton County
Purpose:	Right of Way Easement
Recording Date:	November 25, 1997
Recording No.:	97-30031

9. Relinquishment of all existing, future or potential easements for access, light, view and air and all rights of ingress, egress and regress to, from and between said premises and the highway or highways to be constructed on lands conveyed by deed recorded July 21, 2014 under Auditor's File No. 2004-25933
To: The State of Washington.

10. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	City of Richland
Purpose:	Waterline Easement
Recording Date:	September 15, 2011
Recording No.:	2011-25852

11. Corrected Utility Easement for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	City of Richland
Purpose:	Utility Easement
Recording Date:	August 26, 2024
Recording No.:	2024-18068

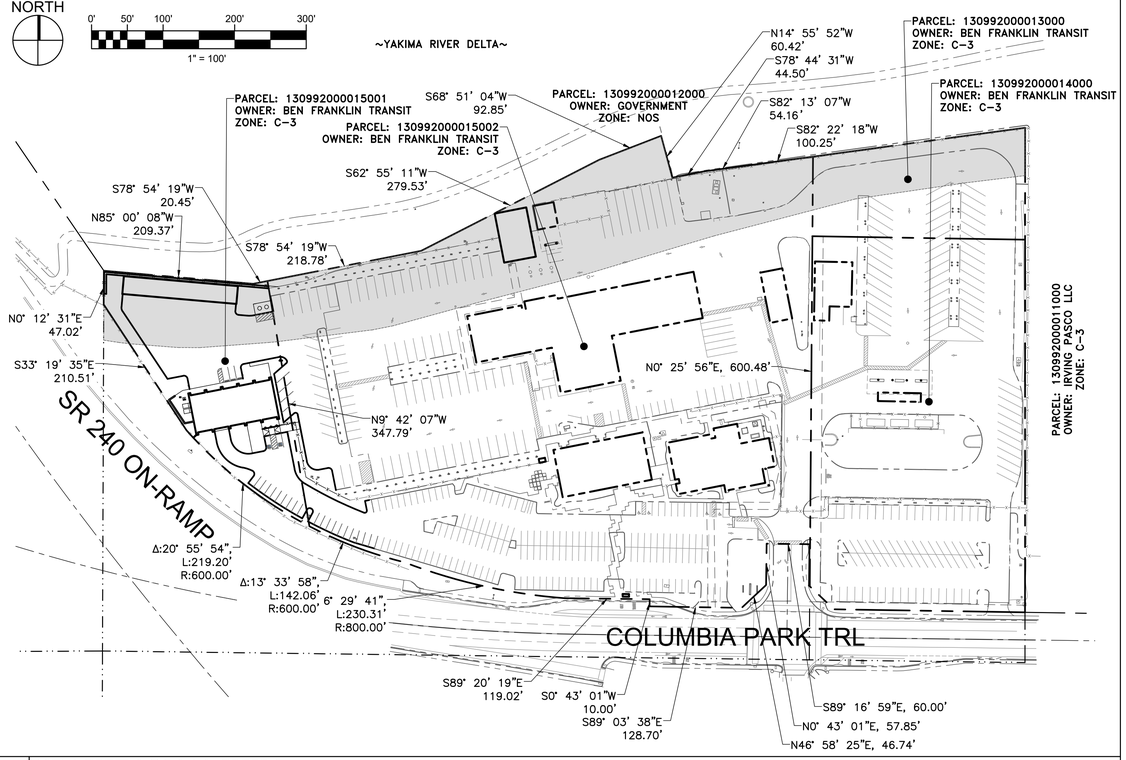
SCHEDULE B
(continued)

12. Department of the Army Easement for Pipeline Right of Way and the terms and conditions thereof between The Secretary of the Army and Ben Franklin Transit recorded March 23, 2026 under Auditor's File No. 2026-6749.

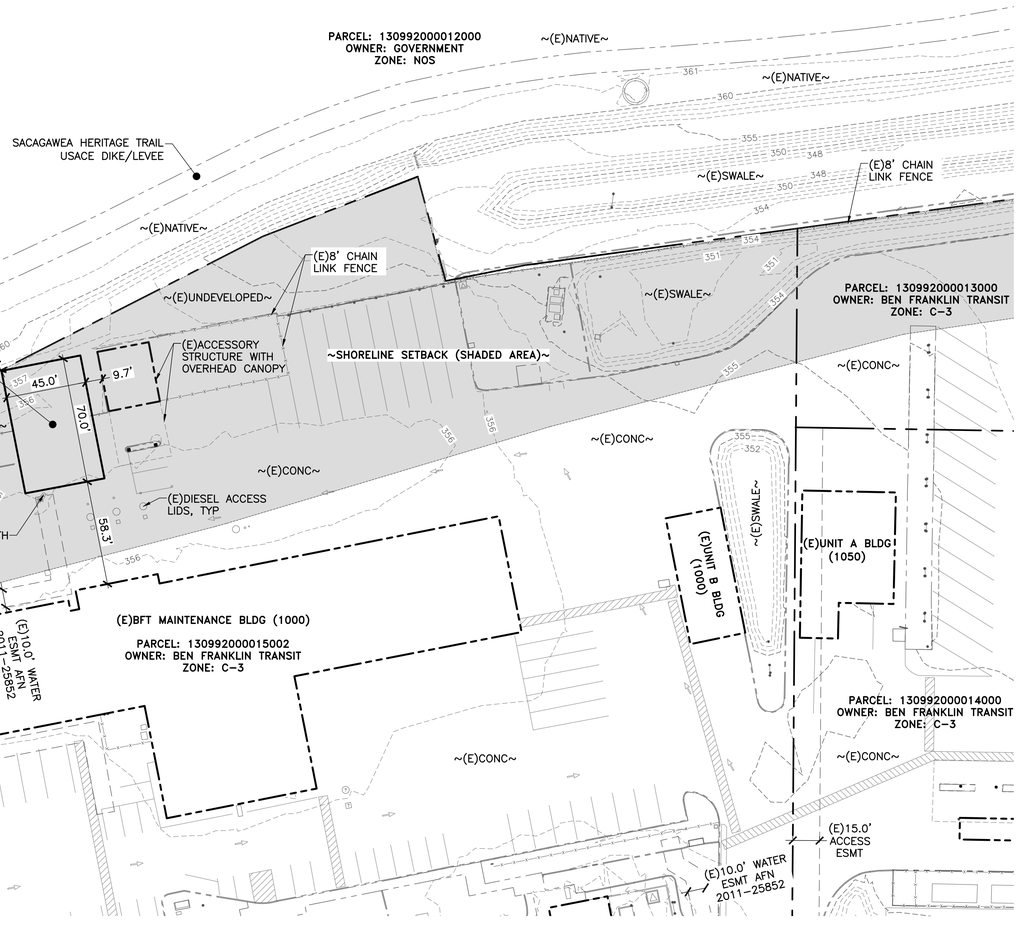
13. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Record of Survey:

    Recording No: 2026-9903

END OF SCHEDULE B



C1 OVERALL PROPERTY MAP
SCALE: 1" = 100'-0"



A1 SEPA SITE PLAN
SCALE: 1" = 40'-0"

KNUTZEN ENGINEERING
5401 RIDGELINE DR.
SUITE 160
KENNEWICK, WA 99338
1-509-222-0959
www.knutzenengineering.com

No.	REVISIONS	DATE	DESIGN	CHKD	APPD

PRELIMINARY

NOT FOR CONSTRUCTION
SEPA SITE PLAN
BEN FRANKLIN TRANSIT
BFT FACILITIES ACCESSORY STRUCTURES
1000 COLUMBIA PARK TRAIL, RICHLAND, WA

APPROVAL		
DESIGN	ASW	5/14/26
CHECKED	ASW	5/14/26
APPROVED	PTK	5/14/26

SCALE: AS NOTED
CADFILE: 26004XC02 – SEPA
JOB No. 26004
REV. 0
DWG. No. SSP1

\\2026\26004-BFT Maintenance Building\DWG\26004XC02 - SEPA.dwg - May 14,2026 - 12:18pm - awh

SEPA[1] Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in "Part B: Environmental Elements" that do not contribute meaningfully to the analysis of the proposal.

[1] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance

A.Background

Find help answering background questions[2]

1. **Name of proposed project, if applicable:**

   Ben Franklin Transit Facilities Accessory Structures

2. **Name of applicant:**

   Amanda Whitehead, Knutzen Engineering

3. **Address and phone number of applicant and contact person:**

   Amanda Whitehead - Knutzen Engineering - (509) 222-0959

   5401 Ridgeline Drive, Suite 160, Kennewick, WA 99338

4. **Date checklist prepared:**

   5/5/2026 (Revision - 6/19/2026)

5. **Agency requesting checklist:**

   City of Richland

6. **Proposed timing of schedule (including phasing, if applicable):**

   Construction within the Shoreline Setback is anticipated to start approximately in October 2026 and be completed approximately in July 2027.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

   Not at this time.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

   A Critical Areas Study and Report has been completed and has been submitted along with this SEPA. A geotechnical investigation has also been completed.

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

   The Ben Franklin Transit Facility is comprised of four parcels (130992000013000, 130992000014000, 130992000015001, and 130992000015002) and they are currently in the process of being consolidated into one parcel.

10. **List any government approvals or permits that will be needed for your proposal, if known.**

    Shoreline Substantial Development Permit and Commercial Construction Permits with the City of Richland.

[2] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Construction of two accessory structures within the shoreline setback on the Ben Franklin Transit Facilities parcels. On Parcel 130992000015001, construction of an accessory structure for use as a Storage Warehouse is proposed to be approximately 4,000 sf in size and within the shoreline setback. This will be a cold warehouse structure that is open on at least one side. The surrounding area to the south will be paved for parking and storage. There will be a deicer storage accessory facility located within the Storage Warehouse footprint ~~to the east of the warehouse structure~~ (Revision - 6/19/2026). On Parcel 130992000015002, construction of a fully enclosed accessory structure for use as a Paint Spray Room with Support Spaces is proposed to be approximately 3,150 sf in size and within the shoreline setback, to the north of the existing main Maintenance Building.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project site is located at the existing Ben Franklin Transit Facility located at 1000 Columbia Dr, Richland, Washington. More specifically, the Storage Warehouse is proposed to be located on Parcel 130992000015001 and the Paint Spray Room with Support Spaces is proposed to be located on Parcel 130992000015002. The Ben Franklin Transit Facility is comprised of four parcels (130992000013000, 130992000014000, 130992000015001, and 130992000015002) and they are currently in the process of being consolidated into one parcel.

B.Environmental Elements

1. Earth

Find help answering earth questions[3]

a. General description of the site:

The developed site is generally flat with minimal elevation change. The undeveloped portions of the property are generally higher than existing developed grades, therefore the new improvements will need to be cut into existing grade and there will be transition slopes as necessary along the property lines.

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

[3] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth

b. What is the steepest slope on the site (approximate percent slope)?

The paved areas will be designed with typical slopes between 2-5%. All proposed grading to tie back into existing grades will be limited to 3:1 maximum slopes (33%).

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Per the geotechnical engineering study by APEX, dated July 25, 2025, the site contains silt to sandy silt (ML) underlain by gravel to gravel with silt, sand, cobbles, and boulders (GP to GP-GM).

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None known.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

As described previously, the undeveloped portions of the property are generally higher than existing developed grades, therefore the new improvements will need to be cut into existing grade and there will be transition slopes as necessary along the property lines. It is anticipated that there will be approximately 1,000 cy of excess material that will need to be exported offsite.

f. Could erosion occur because of clearing, construction, or use? If so, generally describe.

Erosion could occur on this site but will be minimized through implementation of BMP's during construction, including silt fencing, construction entrance, ground cover, wattles, site watering for dust control, catch basin inserts and protection. All stormwater runoff will be contained and managed on-site.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 70% of the area within the Shoreline Setback on Parcel 130992000015001 is proposed to be impervious. Parcel 130992000015001 is already developed and with the addition of the Paint Spray Room with Support Spaces, approximately 66% of the area within the Shoreline Setback is impervious.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

Standard erosion control methods will be used, such as catch basin protection (witches' hats), silt fencing, and stabilized construction entrances. Dust during construction will be controlled by the use of a water truck as necessary.

2. Air

Find help answering air questions[4]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During construction minor amounts of dust and exhaust from equipment activity may occur. The completed project will not affect air quality.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None known.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Dust control measures will be implemented in accordance with recommendations by the Department of Ecology and the Benton County Clean Air Authority. Measures include but are not limited to watering, lowering speed, limit of construction vehicles, and reducing the amount of dust-generating activities on windy days.

3. Water

Find help answering water questions[5]

a. Surface:

Find help answering surface water questions[6]

1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Yes, the Yakima River Delta is located approximately 0.03 miles to the north of the site. The Columbia River is approximately 1 mile northeast of the site. Please refer to the Critical Areas Report by Apex dated April 2026. The site is separated by the existing recreational trail and river levee.

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The northern property line is within 200 feet of the Yakima River Delta and is within the defined shoreline setback as shown on the attached site plan. All earthwork and

[4] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air
[5] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water
[6] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water

development will be limited to inside the property limits, no work is proposed to the north of the property line.

3. **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

   None.

4. **Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

   No.

5. **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

   No, it does not lie within a 100-year floodplain. The subject property is located in Zone C per the FEMA FIRM Panel #5355330015E, dated March 1, 1984. Zone C is defined as areas of minimal flooding.

6. **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

   No.

b. Ground:

Find help answering ground water questions[7]

1. **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

   Ground water will not be withdrawn within this site. Stormwater generated by impervious surfaces will be captured and disposed of via surface and/or subsurface infiltration.

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

   None.

[7] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater

c. Water Runoff (including stormwater):

1. **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

   New impervious areas on site will generate stormwater runoff. The stormwater system will consist of primarily surface sheet flow to surface infiltration swales and possibly catch basins, conveyance pipes, and subsurface infiltration trenches. All stormwater runoff will be managed on-site.

2. **Could waste materials enter ground or surface waters? If so, generally describe.**

   No.

3. **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

   No, all runoff produced will be contained and infiltrated on-site.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Runoff generated from pervious surfaces will either infiltrate into underlying soils or flow to on-site collection systems. Stormwater generated from impervious surfaces will be collected and treated prior to on-site infiltration and all will be in accordance with City and Eastern Washington Storm Water Manual design standards.

4. Plants

Find help answering plants questions

a. Check the types of vegetation found on the site:

☐ **deciduous tree: alder, maple, aspen, other**

☐ **evergreen tree: fir, cedar, pine, other**

☐ **shrubs**

☐ **grass**

☐ **pasture**

☐ **crop or grain**

☐ **orchards, vineyards, or other permanent crops.**

☐ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**

☐ **water plants: water lily, eelgrass, milfoil, other**

☒ **other types of vegetation** Native grasses, shrubs, and forbs and non-native invasive plant species - Refer to Critical Areas Report by Apex dated April 2026.

b. What kind and amount of vegetation will be removed or altered?

The existing vegetation within the undeveloped portion or property within the shoreline setback is proposed to be removed.

c. List threatened and endangered species known to be on or near the site.

None directly within the proposed development limits per the Washington Department of Fish and Wildlife (WDFW) PHS Map. Refer to Critical Areas Report by Apex dated April 2026.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

Native plants and trees will be planted in landscaped areas and around the perimeter of the site improvements. The site will be landscaped in compliance with City of Richland standards.

e. List all noxious weeds and invasive species known to be on or near the site.

Per the attached Critical Areas Report, cheatgrass and Russian thistle are the co-dominant non-native invasive species throughout the study area with patches of crested wheatgrass, wall barley, tumble mustard, rush skeleton weed, spotted knapweed and kochia present.

5. Animals

Find help answering animal questions[8]

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Per the Washington Department of Fish and Wildlife (WDFW) PHS Map, the proposed development limits has the following listed occurrences: Townsend's Ground Squirrel (Candidate, Yes). Per the attached Critical Areas Report, these have not been observed on this specific property. Refer to Critical Areas Report by Apex dated April 2026 for more information.

Examples include:

- **Birds: hawk, heron, eagle, songbirds, other:**
- **Mammals: deer, bear, elk, beaver, other:**
- **Fish: bass, salmon, trout, herring, shellfish, other:**

b. List any threatened and endangered species known to be on or near the site.

None directly within the proposed development limits per the Washington Department of Fish and Wildlife (WDFW) PHS Map. Refer to Critical Areas Report by Apex dated April 2026.

[8] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals

c. Is the site part of a migration route? If so, explain.

Yes, the Columbia Basin is within the Pacific Flyway.

d. Proposed measures to preserve or enhance wildlife, if any.

None at this time.

e. List any invasive animal species known to be on or near the site.

None known per the Washington Department of Fish and Wildlife PHS Map.

6. Energy and natural resources

Find help answering energy and natural resource questions[9]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

A small load of electric energy is anticipated for this proposal for lighting, heating and power. The Storage Warehouse will be a cold warehouse structure that is open on at least one side that is anticipated to have lighting and some electrical receptacles. The Paint Spray Room with Support Spaces will be fully enclosed and is anticipated to have lighting, power, and heating.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

All structures will meet current building codes and energy efficiency standards as applicable.

7. Environmental health

Health Find help with answering environmental health questions[10]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

No. The material within the proposed deicer storage accessory facility is not classified as hazardous per OSHA HAZCOM 2012. It is not explosive or flammable. A secondary containment basin will be provided if required.

[9] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou
[10] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health

1. **Describe any known or possible contamination at the site from present or past uses.**

   None known.

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

   None known.

3. **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

   None known.

4. **Describe special emergency services that might be required.**

   Typical emergency services provided through the City of Richland will be used for the completed project.

5. **Proposed measures to reduce or control environmental health hazards, if any.**

   None needed at this time.

b. Noise

1. **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

   General traffic and operational noise has been and will continue to be present in the general vicinity of the proposed project site. These noises are not expected to negatively impact this project.

2. **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?**

   Short-term traffic and construction noise activities during the City allowed hours of operation during construction and will conclude when the construction of the overall project has completed. Long-term traffic and facility operation noise will be present during hours of operation.

3. **Proposed measures to reduce or control noise impacts, if any:**

   Noise impacts from construction activities and ongoing operations are expected to be minimal. All operations will be conducted in a manner compliant with City requirements and Washington State Maximum Environmental Noise Levels (Chapter 173-60-040 WAC).

8. Land and shoreline use

Find help answering land and shoreline use questions[11]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The property as a whole encompasses the Ben Franklin Transit Maintenance Operations Administration Facility. The Yakima River Delta is located to the north of the property and is separated by the river levee and pedestrian trail. This area is zoned as Natural Open Space. The 240 on-ramp is located to the west. Columbia Park Trail is located to the south. The property to the east of the Ben Franklin Transit Facilities is zoned C-3, General Business. The proposal will not affect current land uses on nearby or adjacent properties. Refer to the Critical Areas Report by Apex dated April 2026 for more information regarding critical areas.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No.

1. **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

   No.

c. Describe any structures on the site.

The property as a whole encompasses the Ben Franklin Transit Maintenance Operations Administration Facility which has numerous buildings and accessory structures.

d. Will any structures be demolished? If so, what?

None.

e. What is the current zoning classification of the site?

C-3 – General Business.

f. What is the current comprehensive plan designation of the site?

General Commercial.

g. If applicable, what is the current shoreline master program designation of the site?

Waterfront.

[11] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Per the City of Richland Critical Areas Map, this project site is classified as Flood Plains Critical Areas. Refer to the Critical Areas Report by Apex dated April 2026 for more information regarding critical areas.

i. Approximately how many people would reside or work in the completed project?

The Storage Warehouse and the Paint Spray Room with Support Spaces are accessory structures to the existing Ben Franklin Transit Facilities and are not anticipated to increase the number of people working at the facilities.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any.

None at this time.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

This project will be permitted through the local jurisdiction and will be in accordance with all applicable zoning ordinances.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable.

9. Housing

Find help answering housing questions[12]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

None at this time.

[12] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing

10. Aesthetics

Find help answering aesthetics questions[13]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height of the Storage Warehouse is 20'-0" feet max. The tallest height of the Paint Spray Room with Support Spaces is 31'-0" feet max. The principal exterior building material for both structures is pre-finished steel cladding.

b. What views in the immediate vicinity would be altered or obstructed?

No views are expected to be obstructed.

c. Proposed measures to reduce or control aesthetic impacts, if any:

All materials and required landscaping will be in accordance with local ordinances.

11. Light and glare

Find help answering light and glare questions[14]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

There will be lighting associated with the accessory structures and paved areas. No significant glare will be produced.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

c. What existing off-site sources of light or glare may affect your proposal?

There are no known sources of off-site light that would affect the proposal.

d. Proposed measures to reduce or control light and glare impacts, if any:

All outdoor lighting will be in conformance with the City of Richland requirements and will be adequately shielded to prevent glare on adjacent properties.

12. Recreation

Find help answering recreation questions

a. What designated and informal recreational opportunities are in the immediate vicinity?

Wye Park is located approximately 0.6 miles to the east of the Ben Franklin Transit Facility.

[13] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics
[14] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None at this time.

13. Historic and cultural preservation

Find help answering historic and cultural preservation questions[15]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

None per the Department of Archaeology and Historic preservation WISAARD System.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

This is a mostly developed site and none were discovered during development to our knowledge. This site is considered an area of interest for Yakima Nation, Umatilla, and Confederated Tribes of the Warm Springs according to the WISAARD system of the DAHP.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The WISAARD system of the DAHP was used to assess potential impacts.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Upon any discovery of potential or known archaeological resources at the subject property prior to or during on-site construction, the developer, contractor, and/or any other parties involved in construction shall immediately cease all on-site construction, shall act to protect the potential or known historical and cultural resources area from outside intrusion, and shall notify, within a maximum period of twenty-four hours from the time of discovery, the City of Richland of said discovery.

[15] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p

14. Transportation

Find help with answering transportation questions[16]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The site is accessed from Columbia Park Trail via the main Ben Franklin Transit Facilities entrance and has nearby access to the 240 on ramp from Columbia Park Trail.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Yes, there is a transit stop on Columbia Park Trail along the property frontage.

c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No.

d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The Storage Warehouse and the Paint Spray Room with Support Spaces are accessory structures to the existing Ben Franklin Transit Facilities and are not anticipated to increase vehicular trips per day.

f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

g. Proposed measures to reduce or control transportation impacts, if any:

None at this time.

[16] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation

15. Public services

Find help answering public service questions[17]

a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

   Yes. The site will utilize fire and police protection, as well as public transit.

b. **Proposed measures to reduce or control direct impacts on public services, if any.**

   None at this time.

16. Utilities

Find help answering utilities questions[18]

a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**

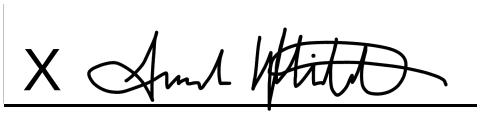
b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

   Power – Richland Energy Services

C.Signature

Find help about who should sign[19]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X 

Type name of signee: Amanda Whitehead, P.E.

Position and agency/organization: Knutzen Engineering – Senior Engineer

Date submitted: 5/5/2026 (Revision - 6/19/2026)

[17] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services
[18] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities
[19] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature

Critical Areas Report

Benton Franklin Transit Property
Richland, WA

Prepared for:
Knutzen Engineering
5401 Ridgeline Dr
Kennewick, WA 99338

Original Version 1.0 April 2026
Updated Version 2.0 June 2026

Apex Project 26005204

APEX®
22833 SE BLACK NUGGET RD
SUITE 140
ISSAQUAH, WA 98029
425.654.8775 MAIN
866.727.0140 FAX
APEXCOS.COM

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USDA-NRCS Soil Series Map and Report
WDFW PHS Report
USFWS NWI Map
USFWS IPaC Report
NOAA NMFS Report

Appendix B: Site Photos

Appendix C: BFT Site Plan

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1 INTRODUCTION

Apex Companies, LLC (Apex), was contracted on behalf of Benton Franklin Transit (BFT) by Knutzen Engineering (Consultant) to complete a critical areas study for the planned BFT Facility Maintenance Shop Project in the City of Richland, Washington (City). The proposed new commercial development will include a new 9,600 square-foot building consisting of a shop/warehouse, office administrative space, an ancillary vehicle and equipment storage building, paved parking, and utilities. The new development area will be connected to the existing Transit and Operations Facility.

The site contains presumptive shrubsteppe habitat, which is designated by the City as a Fish and Wildlife Habitat Conservation Area under the City of Richland's Municipal Code (RMC) and as a priority habitat by the Washington Department of Fish and Wildlife (WDFW). In addition, the project site is within the 200-foot shoreline management area near the Yakima River Delta, which includes a large wetland complex and riparian buffer area. Within its jurisdiction, the City regulates the Shoreline Management Area under RMC 26.60.

The purpose of this Critical Areas Report is to document the extent and condition of regulated critical areas located within and adjacent to the project area; identify any temporary and permanent impacts associated with the proposed development; and describe the standards and measures implemented to avoid, minimize, and mitigate potential adverse ecological effects resulting from the project and ensure no net loss of habitat function or value. This report has been prepared in accordance with shoreline management, critical areas designation and performance requirements listed under the RMC and WDFW's habitat management guidelines and recommendations.

This report has been updated based on review comments from the City and WDFW following the original report submission in April 2026.

2 PROJECT OVERVIEW

Applicant:	Knutzen Engineering
Site Coordinates:	46.239597, -119.243387
Project Area Size:	1.39 acres
Richland Parcel ID:	130992000015001 and 13099200015002, now consolidated parcel 130992000015003
Zoning:	General Business (C-3), Natural Open Space (NOS)
Township and Range:	Section 25, Township 09N, Range 28E and Section 30, Township 09N, Range 29E
Proposed Project:	Critical Areas Study for Transit Project
Critical Areas Present:	Fish and Wildlife Habitat Conservation Areas

3 PREPARER

Apex Senior Scientist David Steiner and Apex Project Scientist Wallis Cole completed the site assessment and this report. Mr. Steiner has 26 years of experience in natural resources management, performing ecological assessments and evaluating the functional condition of shrubsteppe, terrestrial, aquatic, and wetland habitats across Washington State. Ms. Cole has over 3 years of experience performing environmental compliance inspections for WSDOT fish passage, stream restoration, and transportation projects in the Puget Sound Region and recent experience conducting shrubsteppe habitat assessment in eastern Washington.

4 PROJECT STUDY AREA

The study area for the proposed development project was formerly identified as a single parcel 130992000015001 but has now been consolidated with the adjacent parcel and is part of parcel 130992000015003. The project is located North of Columbia Park Trail, East of State Route 240, West of Montana Ave, and South of the Yakima River Delta. The study area totals approximately 1.39-acres. **Figure 1**, Project Vicinity Map, shows current land use adjacent to the study area.

5 REGULATORY DEFINITIONS

The study area was found to contain Fish and Wildlife Habitat Conservation Areas per the Richland Municipal Code (RMC) under Chapter 22.10, Critical Areas. The City's definition for FWHCAs is as follows:

5.1 Fish and Wildlife Habitat Conservation Areas

Article IV Chapter 22.10.185 of the RMC defines Fish and Wildlife Habitat Conservation Areas (FWHCAs) as listed below.

A. Fish and wildlife habitat conservation areas include the following:

1. Areas where state or federal designated endangered, threatened, and sensitive species have a primary association.

> *a. Federal designated endangered and threatened species are those fish, wildlife and plant species identified by the U.S. Fish and Wildlife Service and the National Marine Fisheries Service that are in danger of extinction or threatened to become endangered. The U.S. Fish and Wildlife Service and the National Marine Fisheries Service should be consulted as necessary for current listing status.*
>
> *b. State designated endangered, threatened and sensitive species are those fish, wildlife and plant species native to the state of Washington identified by the State Department of Fish and Wildlife and/or*

State of Washington Natural Heritage Program that are in danger of extinction, threatened to become endangered, vulnerable, or declining and are likely to become endangered or threatened in a significant portion of their range within the state without cooperative management or removal of threats. The state of Washington's Department of Fish and Wildlife and/or Natural Heritage Program maintains the most current listings and should be consulted as necessary for current state listing status;

2. State priority habitats and areas associated with state priority species.

a. State of Washington priority habitats and species are considered priorities for conservation and management. The state of Washington's Department of Fish and Wildlife should be consulted for current listing of priority habitats and species;

3. Habitats and species of local importance. The city of Richland hereby adopts by reference those priority habitats and species considered priorities for conservation and management identified by the State Department of Fish and Wildlife and State of Washington Natural Heritage Program as now exist or as may be amended;

4. In addition to the priority habitats and species recognized by WDFW and/or State of Washington Natural Heritage Program, a process is provided for listing other habitats and species that are important locally to the people of Richland. This action may be initiated at the request of the Washington State Department of Fish and Wildlife, other government agency, city staff, nonprofit organization or interested citizen. Any such request shall be in writing and shall include:

a. The common and scientific name for a species under consideration;
b. Habitat location on a map (scale 1:24,000);
c. Demonstrate a need for special consideration based upon best available science and considering:
i. Declining or increasing population;
ii. Sensitivity to habitat manipulation; or
iii. Commercial or game value or other special value, such as public appeal;
d. Habitat management recommendations, including potential uses and restrictions of the habitat areas, seasonally sensitive areas, and other guidelines necessary for the protection of the species;
e. Reasons for the species/habitat to be designated;
f. Name and address of the nominator, along with a list of property owners and mailing addresses for each property mapped as containing habitat and/or species;
g. Other supporting documentation (as determined by the administrator);
h. SEPA checklist;
i. Fee as established by the city of Richland fee schedule.

Submitted proposals shall be reviewed by city staff as a Type IV legislative action pursuant to RMC 19.20.010(D)(2) and Chapter 19.90 RMC. Suggested amendments to this section of the critical areas regulations shall result in amendment no more often than once each calendar year with the deadline for submittal being January 31st. Copies of the proposal shall be submitted to WDFW and/or other local, state or federal agencies or experts for comments and recommendations regarding accuracy of the data and effectiveness of proposed management strategies as part of the public comment period. Approved nominations will be designated priority habitats/species as appropriate and will be given all protection under this chapter afforded other priority habitats and species;

5. The areas listed as a national wildlife refuge, national park, natural area preserve or any preserve or reserve designated under WAC 332-30-151;

6. The Yakima River Delta area, including Lake Wallula wildlife habitat areas currently managed by the U.S. Army Corps of Engineers, the Chamna Natural Preserve, Bateman Island;

7. The Hanford Islands in the Columbia River managed by the U.S. Fish and Wildlife Service;

8. Amon Creek Natural Preserve;

9. Badger Mountain Natural Preserve;

10. Category I wetlands as defined in RMC 22.10.100;

11. State nature area preserves or natural resource conservation areas and state wildlife areas;

12. Documented habitat, other than accidental presence, of threatened or endangered species;

13. Documented habitat, other than accidental presence, of regional or national significance for migrating birds;

14. Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat;

15. Waters of the state;

16. Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity.

B. Fish and wildlife habitat conservation areas are intended to:

1. Create a system of fish and wildlife habitat with connections between larger habitat blocks and open spaces, integrating with open space corridor planning where appropriate;

2. Limit the level of human activity within such areas that is appropriate for certain areas and habitats, including presence of roads and level of recreation type (passive or active recreation);

3. Protect riparian ecosystems including potential for restoring lost or impaired salmonid habitat;

4. Evaluate land uses that may negatively impact these areas, or conversely, that may contribute positively to their function;

5. Establish buffer zones around these areas to separate incompatible uses from habitat areas;

6. Establish or enhance nonregulatory approaches in addition to regulatory methods to protect fish and wildlife habitat conservation areas.

[Ord. 40-17 § 1; Ord. 40-17A § 1; Ord. 12-19 § 2; Ord. 16-21 § 1].

RMC Chapter 22.10.040 further defines priority habitat as follows:
"Priority habitat" means a habitat type with unique or significant value to one or more species. An area classified and mapped as priority habitat must have one or more of the following attributes:

A. Comparatively high fish or wildlife density;
B. Comparatively high fish or wildlife species diversity;
C. Fish spawning habitat;
D. Important wildlife habitat;
E. Important fish or wildlife seasonal range;
F. Important fish or wildlife movement corridor;
G. Rearing and foraging habitat;
H. Important marine mammal haul-out;
I. Refugia habitat;
J. Limited availability;
K. High vulnerability to habitat alteration;
L. Unique or dependent species; or
M. Shellfish bed.

A priority habitat may be described by a unique vegetation type or by a dominant plant species that is of primary importance to fish and wildlife (such as oak woodlands or eelgrass meadows or shrub steppe habitat).

A priority habitat may also be described by a successional stage (such as old growth and mature forests). Alternatively, a priority habitat may consist of a specific habitat element (such as a consolidated marine/estuarine shoreline, talus slopes, caves, snags) of key value to fish and wildlife. A priority habitat may contain priority and/or nonpriority fish and wildlife.

6 BACKGROUND INVESTIGATION

6.1 Project Location

The study area is in a location that is zoned for general business (C-3) and natural open space (NOS). Surrounding land uses include commercial, residential, natural open space, public parks, and facilities. The Yakima River Delta is located 0.03-miles to the north, and the Columbia River is 1 mile to the northeast. The Columbia Park pedestrian trail runs parallel to the property the study area along the northern boundary. To the west and southwest, the study area is immediately surrounded by Columbia Park Trail road and the SR 240 Richland Junction highway interchange.

Badger Mountain is approximately 5.3-miles to the southwest, and Candy Mountain is more than 10.4-miles to the northwest (*CityB, 2026*). The Washington State Department of Natural Resources (DNR) defines the study area and the areas in the project vicinity as the Columbia Plateau Ecoregion (*DNR, 2017*). The Columbia Plateau Ecoregion spans eastern Washington and northern Oregon and is dominated by sagebrush steppe and grassland ecosystems. Much of the region is used for dryland farming and irrigated agriculture. Covering roughly 90,059 km^2 (34,772 mi^2), the plateau is encircled on all sides by higher-elevation mountainous ecoregions (*Sleeter, 2012*). See **Figure 1** for a map of the study area parcel and project vicinity.

6.2 Topography

The study area slopes from the northwest to the southeast with the highest elevation point being 352-ft and the lowest elevation point being 344-ft. Much of the study area is flat, with the east side of the study area being slightly terraced due to the existing paved area associated with the current BFT Facility. See **Figure 2** Topographic Map.

6.3 Disturbance Regime

A review of aerial imagery in Google Earth Pro dating back to 1985 indicates that the study area has remained undeveloped as open space, with periodic higher disturbance from construction activities including vehicle and equipment access. An access road located along the eastern portion of the parcel has been present since at least 1996 and remains visible in 2026. Current imagery suggests limited use, as evidenced by partial vegetation establishment along the roadway corridor.

More intensive construction activity began around 2006, when multiple temporary access roads and staging areas were developed across the parcel, particularly on the western portion. These construction-related disturbances were due to increased equipment and vehicle access. Based on the timing and location of disturbance, the activity appears associated with lane expansion improvements to State Route 240 (SR 240) located immediately east of the parcel. By approximately 2009, most of the western portion of the site had transitioned from vegetated cover to asphalt and gravel surfaces.

A man-made dike and paved pedestrian trail owned by the Army Corps of Engineers borders the site to the north. This infrastructure is a source of previous and current disturbance due to habitat and floodplain alteration, soil disturbances, increased human use and ambient noise levels. As of 2026, vegetation along the former construction access routes, particularly the eastern access road first documented in 1996, remains sparse and patchy. Seasonal variation is evident in aerial imagery, with denser vegetative cover observed during fall months and reduced vigor during spring and summer, which is consistent with annual or opportunistic plant species responding to site disturbance and climatic conditions.

Figure 3 shows an Aerial Map Time Series demonstrating the land use disturbance from 2004 to 2026. Aerial imagery prior to 1996 was not of high enough resolution to identify landscape features and therefore not used to evaluate site changes and disturbance.

6.4 Soils

There are two soil mapping units within the study area. No hydric soils were found in the study area. The full soil report and map are included in Appendix A (*USDA, 2025*).

BlA, Burbank Loamy Fine Sand, gravelly substratum, 0 to 2 percent slopes

The BlA component makes up 77% of the map unit. This component is found in terraces, and the parent material is mixed alluvium and/or eolian deposits over gravelly and stony alluvium. Depth to the restrictive feature is more than 80 inches. The capacity of the most limiting layer to transmit water is high to very high. The natural drainage class is excessively drained. The depth to the water table is more than 80 inches. Available water supply at a depth of 0 to 60 inches is very low. There is no frequency of flooding or ponding. Native vegetation associated with this soil series includes needle and thread grass, Indian ricegrass, Sandberg bluegrass, antelope bitterbrush, and big sagebrush.

PaA, Pasco Fine Sandy Loam, 0 to 2 percent slopes

The PaA component makes up 23% of the map unit. The component is found in flood plains, and the parent material is alluvium. Depth to the restrictive feature is more than 80 inches and the capacity of the most limiting layer to transmit water is moderately high to high. The natural drainage class is poorly drained. The depth to the water table is 24 to 36 inches. Available water supply at a depth of 0 to 60 inches is high. There is an occasional frequency of flooding and no frequency of ponding. Native vegetation associated with this soil series is sedges, saltgrass, willow, bluebunch wheatgrass, and blue grass.

6.5 Mapped Critical Areas

RMC Article IV, Section 22.10.200(B) requires that fish and wildlife habitat conservation areas shall include the study area *and* adjacent lands within 300 feet of the project boundaries to account for potential buffers that may not be accurately mapped at the time of application.
Fish and Wildlife Habitat Conservation Areas that are mapped or identified near the study area include:

- Priority Habitat and Species (PHS) listed by the Washington State Department of Fish and Wildlife (WDFW).
- Threatened and Endangered Species Listed by the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS).
- Locally important habitats to the people of Richland, including the Yakima River Delta area.

6.5.1 FWHCAs

6.5.1.1 State Priority Habitat and Species

6.5.1.1.1 Shrubsteppe Habitat

WDFW PHS data identifies and maps small areas of presumptive shrubsteppe habitat north of the project site along the east side of SR 240, but not within the study area. Aerial photo imagery indicates the presence of a native shrubsteppe vegetation layer (big sagebrush) within the study area. WDFW has the following definition of shrubsteppe. The definition of shrubsteppe was amended in 2020 to include areas where shrubs were eliminated due to naturally occurring wildfires. Shrubsteppe is defined by WDFW as:

A non-forested vegetation type consisting of one or more layers of perennial bunchgrasses and a conspicuous but discontinuous layer of shrubs. Although big sagebrush is the most widespread shrubsteppe shrub, other dominant (or codominant) shrubs include antelope bitterbrush, three-tip sagebrush, scabland sagebrush, and dwarf sagebrush. Dominant bunchgrasses include (but are not limited to) Idaho fescue, bluebunch wheatgrass, Sandberg bluegrass, Thurber's needlegrass, and needle and thread. Sites can also have a layer of algae, mosses, or lichens. In areas with greater precipitation or on soils with higher moisture-holding capacity, shrubsteppe can also support a dense layer of forbs (i.e., broadleaf herbaceous flora). Shrubsteppe contains various habitat features, including diverse topography, riparian areas, and canyons. Another important component is habitat quality (i.e., degree to which a tract resembles a site potential natural community), which may be influenced by soil condition and erosion; and the distribution, coverage, and vigor of native shrubs, forbs, and grasses. At some more disturbed sites, non-natives such as cheatgrass or crested wheatgrass may be co-dominant species. Fire disturbance is an ecological component of shrubsteppe. Shrubsteppe disturbed by fire may lack the aforementioned habitat components during periods of post-fire recovery (Azzerad 2011).

It should be noted that the WDFW PHS and City critical areas mapped data layers show the approximate general location of species occurrence and habitat. **Figure 4** shows the areas that are mapped as presumptive shrubsteppe near the study area. A site-scale field survey is necessary to evaluate habitat conditions and confirm the exact locations of shrubsteppe vegetation, other habitat features, and wildlife utilization.

6.5.1.1.2 Fish and Wildlife Species

WDFW priority habitat and species (PHS) data identifies the occurrence of waterfowl concentrations, biodiversity areas and corridors, and Townsend's Ground Squirrel (*Urocitellus townsendii*) in and within 300-ft of the study area. There is also a riparian management zone within 300-ft of the study area, but not on the parcel. Townsend's Ground Squirrel is listed as a state candidate species. See **Appendix A** for the full PHS report.

6.5.1.2 Federally Listed Species

U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) data was reviewed to determine any potential impacts to fish and wildlife species or critical habitat listed under the Endangered Species Act (ESA). The USFWS Information and Planning for Consultation (IPaC) website was accessed (*2025*), and an official critical habitat and species report was generated and reviewed for the project area (Appendix A).

According to IPaC and the NMFS West Coast Region Species and Habitat App (*2026*), the following species were shown to potentially occur in the vicinity of the project area and could be affected by the project.

Table 1. Federally Listed Species That May Occur in the Project Area

Species Name	Federal Lead Agency	Federal Listing Status	Listing Notice	Critical Habitat in Project Location
Steelhead (*Oncorhynchus mykiss*) Middle Columbia River DPS	NMFS	Threatened	70 FR 52629	No
Bull Trout (*Salvelinus confluentus)*	USFWS	Threatened	75 FR 63898	No
Yellow Billed Cuckoo (*Coccyzus americanus)*	USFWS	Threatened	79 FR 59992	No
Monarch Butterfly (*Donaus Plexippus)*	USFWS	Proposed Threatened	89 FR 100662	No
Suckley's Cuckoo Bumble Bee (*Bombus suckleyi)*	USFWS	Proposed Threatened	89 FR 102074	No

After further review, the species listed above do not have a primary association with the site and the study area is not designated as critical habitat for any of the five species. The closest documented critical habitat for steelhead and bull trout is the mainstem of the Yakima River, which is located approximately .5 miles away from the project site, with connected floodplain open water and emergent wetlands 300 feet or more away. The site does not provide suitable habitat for steelhead or bull trout. However, the site is close to the existing narrow riparian buffer area along the Yakima River that was previously altered due to construction of a levee for flood control and creation of the existing Richland Wye walking trail. There is also no suitable habitat within the study area for the three listed terrestrial wildlife species. These species will not be further discussed in this report.

Bald and golden eagles, as well as 20 other migratory bird species of concern were also identified as potentially occurring in the project area. Bald and golden eagles are federally protected under the Bald and Golden Eagle Protection Act of 1940. Migratory bird species are federally protected under the Migratory Birds Treaty Act of 1918. The project will be required to follow measures to avoid and minimize impacts on bird species. Further site-specific studies including bird utilization and nesting surveys may be needed prior to project construction activities. Additional consultation with USFWS may also be warranted to confirm the presence or absence of specific species in the study area as well as to receive further guidance on how to avoid and minimize species impacts.

"No Bald or Golden Eagles, or other identified migratory bird species were observed onsite or in the nearby vicinity during the site investigation" Based on initial review, many of the 20 listed migratory birds are water related species that may exclusively utilize nearby aquatic and riparian habitats and features associated with the Yakima and Columbia Rivers. The existing degraded habitat conditions onsite are unsuitable for all the identified species and not the preferred or known habitat for breeding or foraging. Although, there is a small probability that the site could be used as a transitory resting or foraging area during migration. The specific identified bird species and their probability of presence in the broader project area are included in the USFWS IPaC Report provided in **Appendix A**.

6.5.1.3 Yakima River Delta

The Yakima River Delta is within 300-ft of the study area, and the project site is located within the river's floodplain (City GIS, 2026). Under the current project design and scope, no impacts are expected to the Yakima River Delta. However, because the parcel is within the floodplain of the Yakima River, the applicant shall follow the provisions of RMC Chapter 22.16.

6.5.2 Wetlands

The National Wetland Inventory (NWI) maps and WDFW PHS Report for the study area do not identify wetlands on the site. The NWI shows two wetlands within 300-ft of the study area that are part of the Yakima River Delta including a small palustrine shrub-scrub broad leaved deciduous seasonally impounded (PSS1Ch) wetland along the shoreline and a larger open water limnetic unconsolidated bottom permanently flooded diked impounded (L1UBHh) wetland. No wetland indicators were observed onsite within the study area during the site investigation. A NWI map showing the wetlands just north of the site can be found in **Appendix A**.

7 SITE ASSESSMENT

7.1 Methodology

Apex Senior Scientist David Steiner and Project Scientist Wallis Cole completed a site assessment on March 4, 2026. The site and immediate area was walked to observe and record existing conditions and map the boundaries of any identified critical areas. Evidence of wildlife usage in the form of tracks and scat was recorded. Notes on vegetation types and patterns were recorded, and dominant plants were keyed out to species when possible.

The site assessment included following protocols from DNR's Rapid Ecological Integrity Assessment (REIA) for identifying, evaluating, and rating the quality of shrubsteppe habitats on a site level scale. The habitat condition of the project site was evaluated according to the metrics and rating criteria in the REIA, found in Appendix 9 of the Management Recommendations for Washingtons Priority Habitats: Shrubsteppe (*WDFW, 2011*).

7.2 Existing Habitat Conditions

The study area is highly disturbed, fragmented, and composed of a low representative number of native shrubs, grasses, and forbs, and higher densities of non-native invasive plant species. The study area has been directly and indirectly affected by surrounding urban land use conversion and encroachment from transportation corridors, commercial development, previous disturbance from construction of the existing adjacent Benton Franklin Transit facility to the east, the public recreational trail to the north, and highway to the west. There is evidence of chronic ground disturbance, soil compaction, changes in plant species composition, and an increase in the ambient noise level due to surrounding higher intensity land use activity. There is a **0.23**-acre area of mature big sagebrush and gray rabbitbrush in the center of the study area. The remaining edge areas around the relic native shrub patch are dominated by non-native plant species or open bare ground. The open areas within the denser native shrub layer lack native bunchgrasses and forbs and the

soils are disturbed and compacted. See **Figure 5.** Existing Conditions Map. Representative photos of site conditions can be found in **Appendix B**.

Within the shoreline area, the site is connected to the larger Yakima River Delta that consists of freshwater wetlands, riparian buffer areas, islands, and natural preserves. However, it is confined and separated by the existing recreational trail, river levee, and highway system and is disconnected from open undeveloped areas to the south and west, and east. The existing vegetated riparian buffer area to the north between the public trail and the wetland ranges from 50 to 100 feet wide. See **Figure 1**. Site Vicinity Map.

7.2.1 Vegetation Distribution

A total of 13 different plant species were identified during the site assessment, consisting of 5 native species and 8 non-native species. The native species included 2 shrubs, 1 bunchgrass, and 2 forbs, all of which can be found east of the Cascade Mountain range. The native and non-native plants found on site are included on the Washington Native Plant Society list for Benton County (*WNPS, 2026*).

See Table 2 for a list and description of the plant species observed onsite. Photos of the native and non-native vegetation found onsite are included in **Appendix B** of this report.

Table 2. Plant Species Observed On-Site

Common Name	*Scientific Name*	Type	Duration	Distribution
Big sagebrush	*Artemesia tridentata*	Shrub	Perennial	Native
Gray rabbitbrush	*Ericameria nauseosa*	Shrub	Perennial	Native
Basin wildrye	*Leymus cinerus*	Grass	Perennial	Native
Cheatgrass	*Bromus tectorum*	Grass	Annual	Non-Native, Introduced
Crested wheatgrass	*Agropyrum cristatum*	Grass	Perennial	Non-Native, Introduced
Wall barley	*Hordeum murinum*	Grass	Annual	Non-Native, Introduced
Curly-cup Gumweed	*Grindella Squarrosa*	Forb/Herb	Biennial, Perennial, Annual	Native
Common hareleaf	*Lagophylla ramosissima*	Forb/Herb	Annual	Native
Spotted knapweed	*Centaurea stoebe*	Forb/Herb	Perennial, Biennial	Non-Native, Introduced
Rush Skeletonweed	*Chondrilla juncea*	Forb/Herb	Perennial, Biennial	Non-Native, Introduced
Russian Thistle	*Kali tragus*	Forb/Herb	Annual	Non-Native, Introduced
Tall tumblemustard	*Sisymbrium altissimum*	Forb/Herb	Annual, Biennial	Non-Native, Introduced
Summer Cypress (Kochia)	*Bassia scoparia*	Forb/Herb	Annual	Non-Native, Invasive

7.2.1.1 Native Vegetation

Mature big sagebrush and gray rabbitbrush are the co-dominant native shrubs within the center and northern edge of the study area and provide moderate to dense cover. The denser patch of mature big sagebrush is 5 to 7 feet tall and estimated to be at least 50 years old. Only one species of native bunchgrass and only 3 individual plants were observed. The two native forb species that were identified were also sparse and in lower densities.

7.2.1.2 Non-native Vegetation

Cheatgrass and Russian thistle are the co-dominant non-native invasive species throughout the study area, with patches of crested wheatgrass, wall barley, tumble mustard, rush skeleton weed, spotted knapweed and kochia present as well.

7.3 Wildlife Utilization

During the site assessment, no direct sightings of wildlife occurred including priority species that have a primary association with shrubsteppe habitat. The only evidence of wildlife utilization found was recent deer droppings.

7.3.1 State Priority Habitat and Species

7.3.1.1 Townsend's Ground Squirrel (Uroticellus townsendii)

Townsend's ground squirrels are a burrowing species found primarily in small to large colonies, but they also can be solitary. Townsend's ground squirrels are known to occupy shrubsteppe, grasslands, sagebrush, and a variety of human-occupied habitats associated with agricultural activities (WDFW, 2025b). The existing habitat conditions in the study area are unsuitable for Townsend's ground squirrel utilization due to the smaller size, urban setting, higher level of human activity, heavily disturbed compacted soils, and a lack of preferred foraging opportunity.

7.4 Assessment Summary

The site does not meet the criteria as fully functioning healthy shrubsteppe habitat based on WDFW's current shrubsteppe habitat definition. The following habitat limiting factors that were identified during the site investigation show that the site has been previously altered and degraded and can no longer provide overall habitat function or value.

Habitat Quality

- Subject to chronic high intensity land use disturbance
- Smaller fragmented remnant area
- Highly disturbed and compacted soils throughout
- Lack of natural buffer and open connectivity

Vegetation Composition

- Reduced native plant species diversity compared to healthier reference conditions
- Lacking the distribution, cover and vigor of native bunchgrass and forb species
- Competing non-native invasive plant species are widespread and dominant

8 MITIGATION

8.1 Proposed Development

The proposed new commercial industrial development will include a new 9,600 square-foot building consisting of a shop/warehouse, office administrative space, an ancillary vehicle and equipment storage building, paved parking, and utilities. The new development area will be connected to the existing Transit and Operations Facility and be constructed within the 1.39-acre undeveloped portion on the western edge of the existing BFT property. **Figure 6** Project Impacts Map shows a site overlay of the development footprint within the property boundary. The site plan is included in **Appendix C.**

8.2 Avoidance and Minimization

The RMC section 22.10.220 requires mitigation sequencing for alterations to FWHCA's and asks applicants or owners to demonstrate feasible and reasonable mitigation actions to avoid, minimize, and compensate for adverse impacts to critical areas, habitat function, and value. Responses to the mitigation sequencing and proposed actions are described below:

1. ***Avoiding the impact altogether by not taking a certain action or parts of an action.***

The proposed industrial development footprint covers most of the existing 1.39-acres, except for some area on the western edge that has already been disturbed and impacted by the highway and does not contain critical areas. The site plan and design have been created to meet planned necessary BFT operational needs while utilizing remaining available undeveloped area that is next to the current facility. Reducing or changing the proposed project footprint would result in significant redesign effort and feasibility challenges that would result in project delays and could jeopardize implementation of the project altogether.

2. ***Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology and engineering, or by taking affirmative steps to avoid or reduce adverse impacts;***

The proposed development will occur within an area that was previously disturbed by surrounding land uses described earlier in this report. The new development and construction activities will be isolated and separated from adjacent critical areas including shrubsteppe vegetation that exists along the recreational trail on Corps of Engineers property, nearby wetlands and riparian buffer areas associated with the shoreline area.

The project will implement standard protective measures and BMPs prior to and during construction activities to avoid, minimize, and reduce impacts to critical areas within the shoreline area. Per the Fish and Wildlife Habitat Conservation Areas performance standards listed under RMC 22.10.210(K), the applicant will implement conservation management measures necessary to avoid, minimize, or mitigate for any adverse impacts to nearby critical habitats or any wildlife species. Specific measures will include:

- Identification (staking/flagging) of critical habitats near the project site including native vegetation, wetlands, and buffer areas; and restricting construction access.
- Protection of native vegetation as feasible, minimizing disturbance, and controlling the spread of non-native invasive plant species.
- Use temporary erosion and sediment controls during construction per approved site design and plan.
- Prior to construction clearing and grading, survey the site for wildlife presence or use including nesting activities. Stop construction activities if any wildlife species are encountered and contact WDFW for specific guidance if wildlife is present onsite.

3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;

The applicant will implement required mitigation measures to replace **0.23** acres of lost shrubsteppe habitat onsite through off-site mitigation, per the recommended 2:1 shrubsteppe habitat mitigation ratio.

By following and implementing the conservation measures and BMPs described above, no impacts to other identified critical habitats within the shoreline buffer area are expected. If any temporary or permanent impacts to nearby wetlands, riparian buffers, aquatic or terrestrial habitat do occur, the applicant will complete additional measures to rectify or restore to previous conditions in coordination with the City, WDFW, and other applicable regulatory agencies.

4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;

Not applicable

5. Compensating for the impact by replacing, enhancing, or providing similar substitute resources or environments. Preference shall be given to measures that replace the impacted functions on site or in the immediate vicinity of the impact;

Through consultation and review, WDFW has determined that the project will result in permanent impacts to shrubsteppe habitat. Due to the site constraints and the existing degraded shrubsteppe habitat condition, onsite preservation, or replacement of shrubsteppe habitat is not feasible, nor would it provide a level of habitat function or value needed to support and maintain a diversity of wildlife species.

The applicant is proposing to compensate for the permanent loss of **0.23** acres of existing shrubsteppe habitat through in-kind off-site mitigation. The off-site mitigation will consist of paying an in lieu per acre fee for the preservation or enhancement of **0.46** acres of shrubsteppe habitat at a nearby location that is considered a resource management priority for long term conservation and sustaining larger contiguous areas of healthier shrubsteppe habitat, which is consistent with WDFW's management approach for shrubsteppe conservation and mitigation. A formal mitigation agreement between the applicant and Benton County Conservation District will be developed for City approval.

In addition, as part of the development site design, new building and parking lot landscaping will be installed to emulate native species found onsite including suitable ornamental varieties of xeric grass and forb species and multi-stem deciduous shrub/tree species that are like native plants locally found in the riparian and shoreline areas.

6. Monitoring the impact over time and taking corrective measures to minimize additional impacts. B. Where impacts cannot be avoided, the applicant or property owner shall seek to implement other appropriate mitigation actions in compliance with the intent, standards, and criteria of this section. In an individual case, these actions may include consideration of alternative site plans and layouts, reductions in the density or scope of the proposal, and/or implementation of the performance standards listed in RMC 22.10.210. [Ord. 48-93; Ord. 23-01; Ord. 40-17 § 1; Ord. 40-17A § 1; Ord. 16-21 § 1].

The project will result in permanent impacts to **0.23** acres of shrubsteppe habitat which will occur in a single short period of time. No additional alterations or impacts to existing shoreline habitat function or value is expected to occur. The project will follow all applicable critical areas performance standards required by the City under RMC 22.10.210.

9 SUMMARY AND CONCLUSIONS

The 1.39-acre study area has been previously altered from surrounding higher-intensity urban land uses resulting in direct and indirect effects to the smaller remaining **0.23** acres shrubsteppe habitat identified within the development footprint. The site exhibits low native plant species abundance and diversity, and a prevalence of nonnative invasive plant species. Main highway infrastructure and urbanization has isolated the site and reduced connectivity to other shrubsteppe, riparian and freshwater habitats nearby or in the project vicinity.

The study area does not meet the full WDFW shrubsteppe habitat definition described in section 6.5 above because it is lacking native plant species diversity, abundance, and the overall habitat quality needed to maintain a "site potential natural community." The degraded condition in the study area does not have the unique or significant value associated with one or more of the attributes that are listed by the City to describe higher value Priority Habitats under RMC 22.10.040. The current commercial and residential land use zoning designations are also restrictive to sustaining quality shrubsteppe habitat function in part because previous development densities in the project area did not consider shrubsteppe impacts or protection.

The applicant is proposing to offset the unavoidable permanent loss of shrubsteppe habitat onsite by preserving or enhancing **0.46** acres of shrubsteppe habitat offsite that will provide equal or greater function of value. Compensatory mitigation will occur in the form of an in-lieu fee payment to the Benton County Conservation District Shrubsteppe Mitigation Banking Program.

The City of Richland has ultimate legal authority under its critical areas ordinance to review and concur with the findings and determine the type and level of compensatory mitigation that is required.

10 DISCLAIMER

This report is based on observations of vegetation, soils, hydrology, and wildlife utilization at the time of the study. Changing environmental conditions or human activities may alter those parameters which may change the conclusions presented in this report. The conclusions in this report represent the investigator's interpretation of the specified technical manuals and best available science and may not correspond with observations or conclusions of others, including government agencies.

This report was prepared to meet current local, state, and federal regulations. Apex is not responsible for changes made to regulations and reporting requirements after the report has been completed. Final authority regarding permitting requirements rests with the appropriate federal, state, and local agencies.

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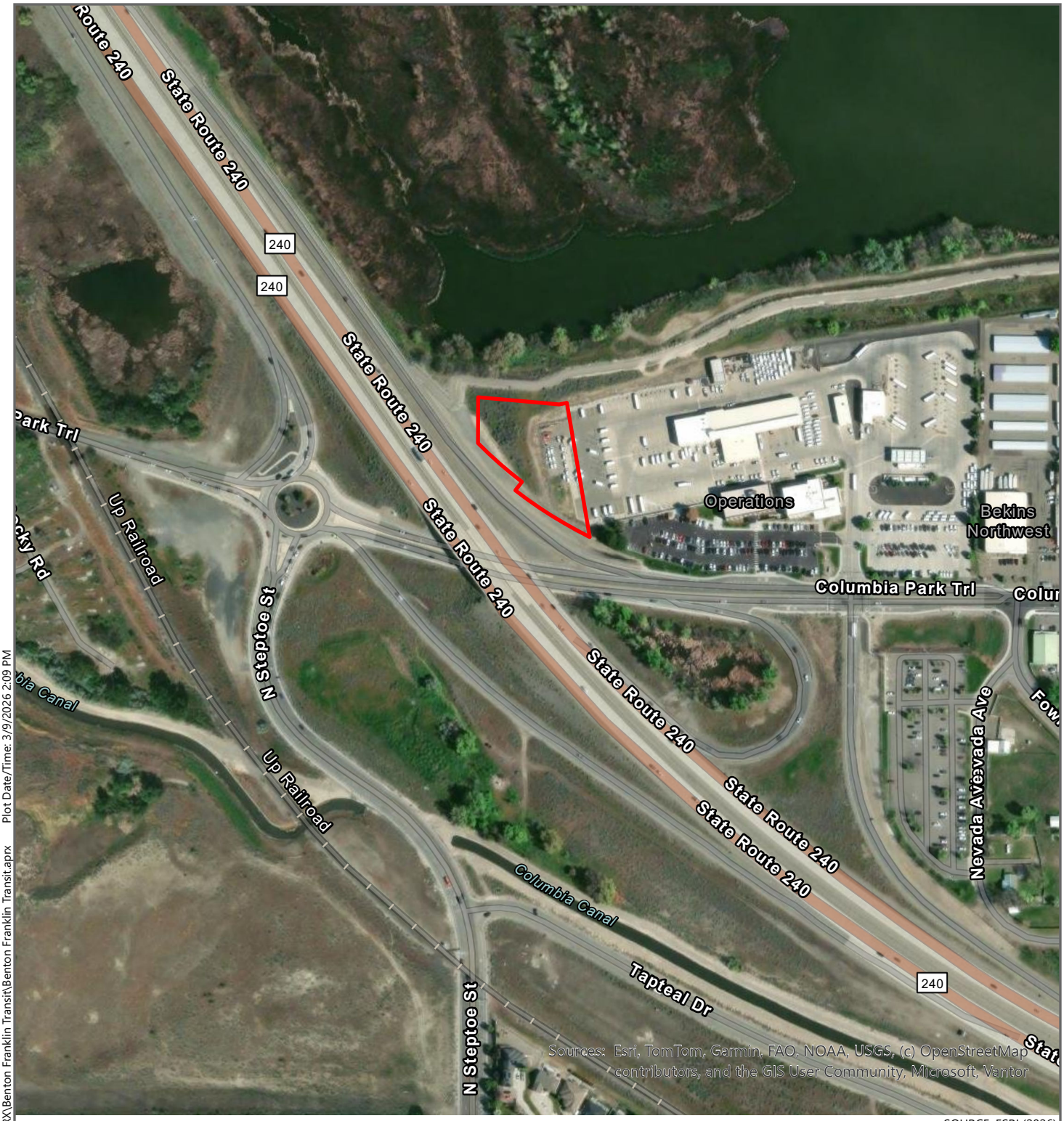
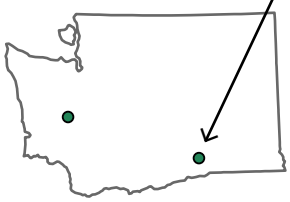
Figures

Figure 1. Project Vicinity Map
Figure 2. Topographic Map
Figure 3. Aerial Map Time Series
Figure 4. WDFW Priority Habitats and Species Map
Figure 5. Existing Conditions Map
Figure 6. Project Impacts Map



SOURCE: ESRI (2026)

STUDY AREA



WASHINGTON

Legend

Study Area, 1.39 ac

SCALE: 1" = 359' (8.5X11 SHEET)

0' 179' 359' 718'

PREPARED FOR: KNUTZEN ENGINEERING

SITE VICINITY MAP

BENTON FRANKLIN TRANSIT PROPERTY
RICHLAND, BENTON COUNTY, WA

APEX

MARCH 2026
26005204

FIGURE
1

Filename: L:\Projects_DVP\K\KNU001\26005204\NR\GIS\APRX\Benton Franklin Transit\Benton Franklin Transit.aprx Plot Date/Time: 3/9/2026 2:09 PM

SOURCE: ESRI (2026)

Legend

Study Area, 1.39 ac

SCALE: 1" = 50' (8.5X11 SHEET)

0' 25' 50' 100'

PREPARED FOR: KNUTZEN ENGINEERING

APEX

TOPOGRAPHIC MAP

BENTON FRANKLIN TRANSIT PROPERTY
RICHLAND, BENTON COUNTY, WA

MARCH 2026
26005204

FIGURE

2

Filename: L:\Projects_DVP\K\KNU0001\26005204\NR\GIS\APRX\Benton Franklin Transit\Benton Franklin Transit.aprx Plot Date/Time: 3/9/2026 2:10 PM

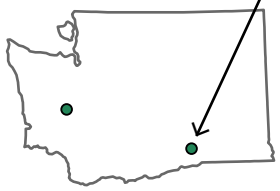
2026

2013

2006

2004

STUDY AREA



WASHINGTON

Legend

Study Area, 1.39 ac

SOURCE: ESRI (2026), GOOGLE EARTH (2026)

SCALE: 1" = 153' (8.5X11 SHEET)

0' 76' 153' 306'

PREPARED FOR: KNUTZEN ENGINEERING

APEX

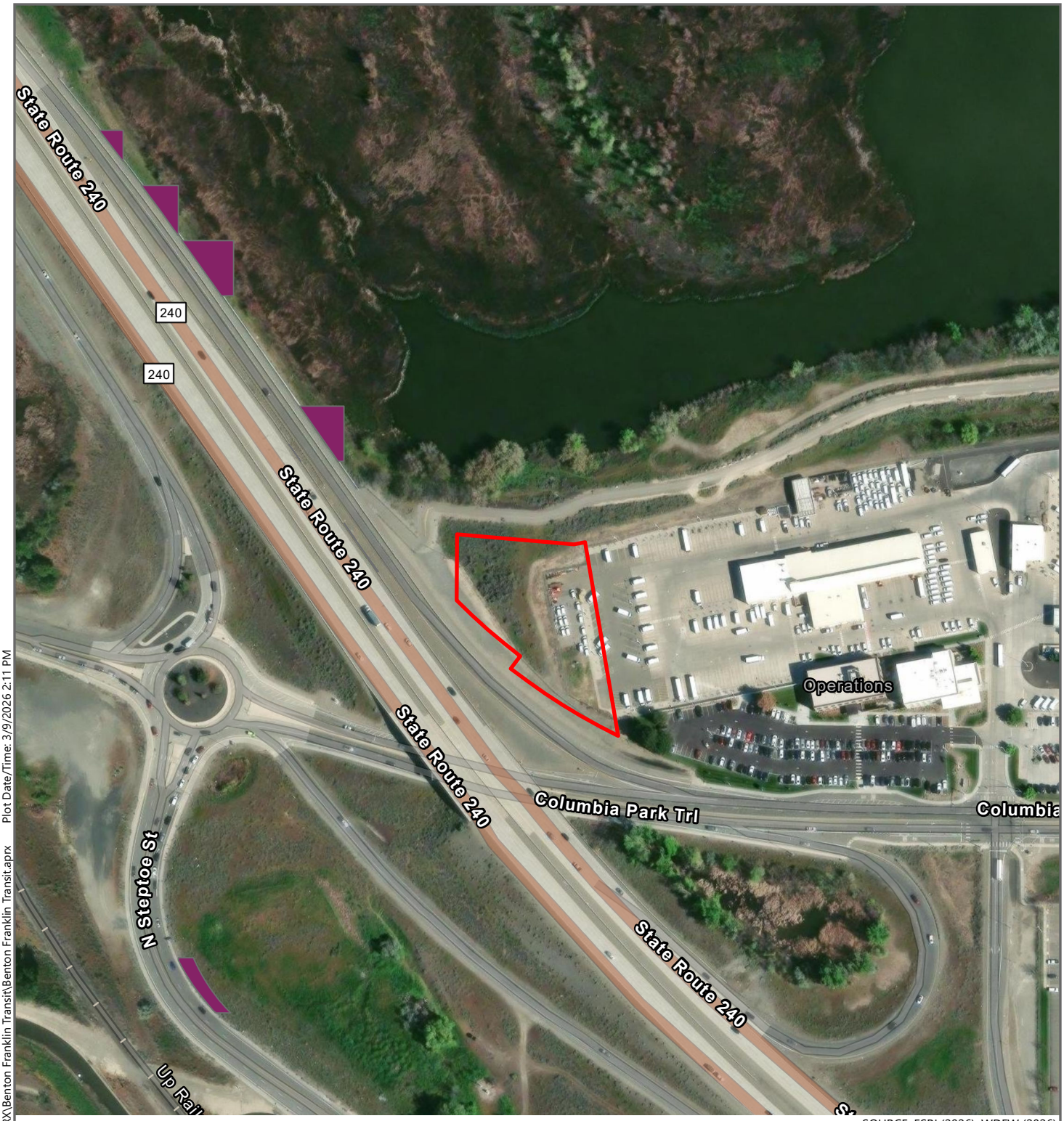
AERIAL MAP TIME SERIES

BENTON FRANKLIN TRANSIT PROPERTY
RICHLAND, BENTON COUNTY, WA

JUNE 2026
26005204

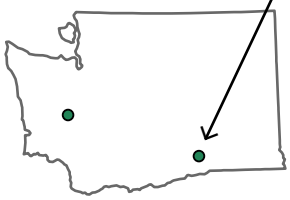
FIGURE
3

Filename: L:\Projects_DVP\K\KNU001\26005204\NR\GIS\APRX\Benton Franklin Transit\Benton Franklin Transit.aprx Plot Date/Time: 6/9/2026 1:47 PM



SOURCE: ESRI (2026), WDFW (2026)

STUDY AREA



WASHINGTON

Legend

- Study Area, 1.39 ac
- WDFW PHS Shrubsteppe Habitat

SCALE: 1" = 249' (8.5X11 SHEET)

0' 124' 249' 497'

PREPARED FOR: KNUTZEN ENGINEERING

APEX

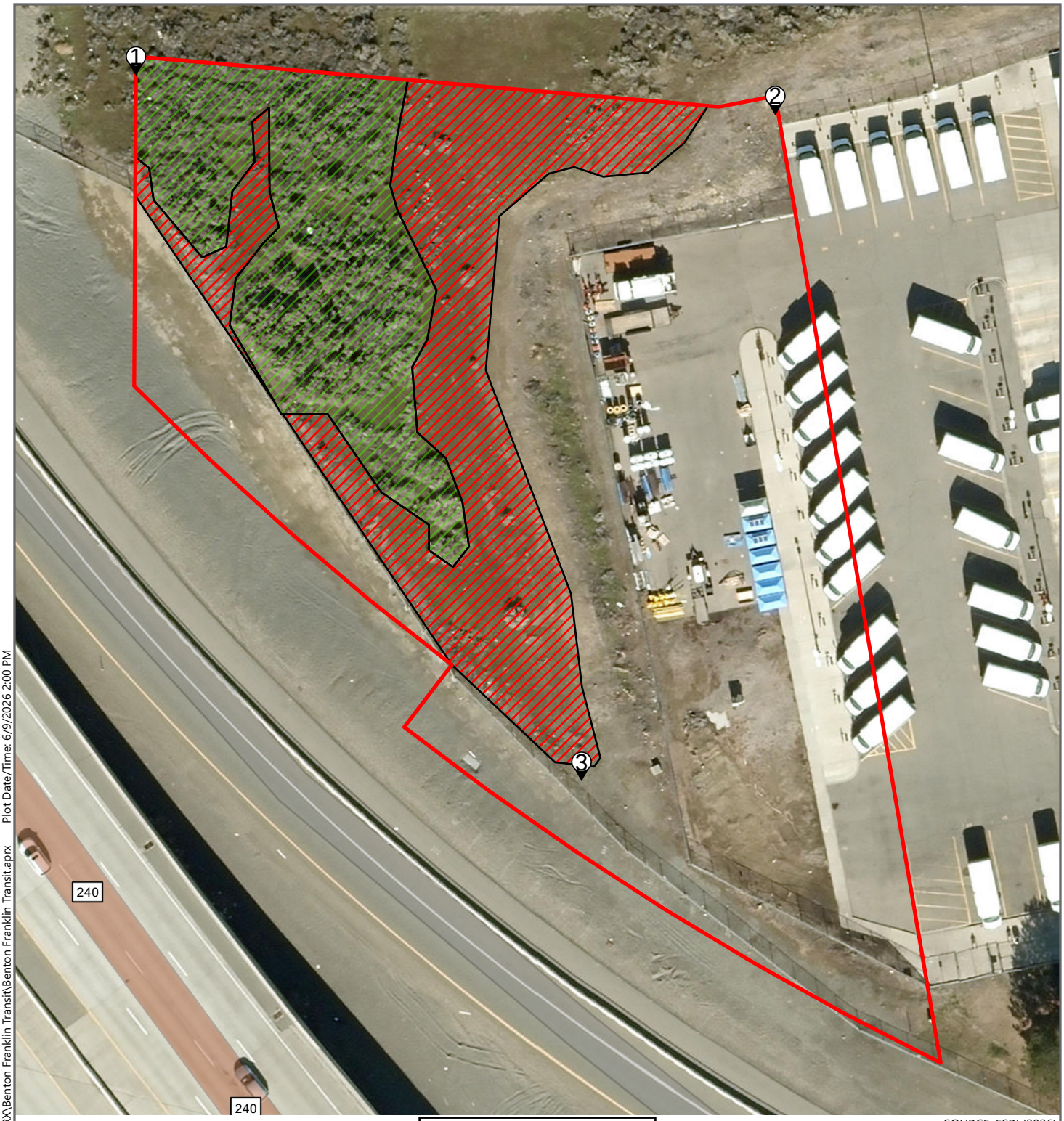
WDFW PRIORITY HABITATS AND SPECIES MAP

BENTON FRANKLIN TRANSIT PROPERTY
RICHLAND, BENTON COUNTY, WA

MARCH 2026
26005204

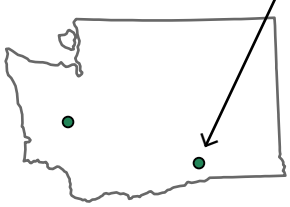
FIGURE
4

Filename: L:\Projects_DVP\K\KNU0001\26005204\NR\GIS\APRX\Benton Franklin Transit\Benton Franklin Transit.aprx Plot Date/Time: 3/9/2026 2:11 PM



SOURCE: ESRI (2026)

STUDY AREA



WASHINGTON

Legend

- Study Area, 1.39 ac
- Photo Point
- Native Shrub Layer - Big sage & Rabbitbrush, 0.23 ac
- Non-Native Invasive Species Dominant Cover

SCALE: 1" = 50' (8.5X11 SHEET)

0' 25' 50' 100'

PREPARED FOR: KNUTZEN ENGINEERING

APEX

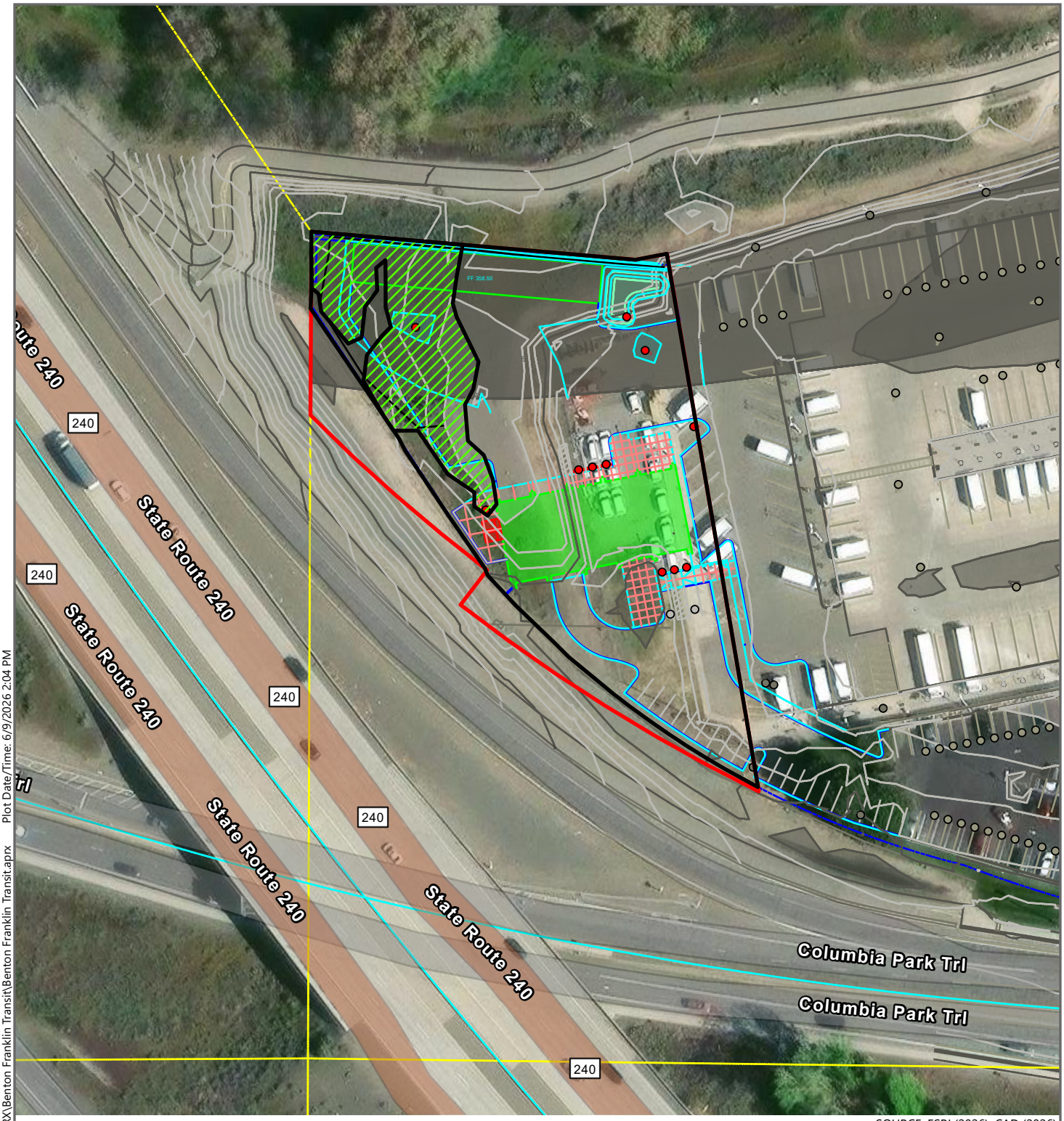
EXISTING CONDITIONS MAP

BENTON FRANKLIN TRANSIT PROPERTY
RICHLAND, BENTON COUNTY, WA

JUNE 2026
26005204

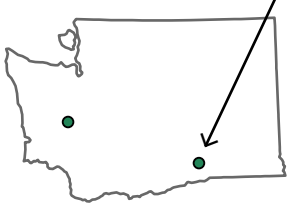
FIGURE
5

Filename: L:\Projects_DVP\K\KNU0001\26005204\NR\GIS\APRX\Benton Franklin Transit\Benton Franklin Transit.aprx Plot Date/Time: 6/9/2026 2:00 PM



SOURCE: ESRI (2026), CAD (2026)

STUDY AREA



WASHINGTON

Legend

- Shrubsteppe Impacts, 0.23 ac
- Development Footprint
- Study Area, 1.39 ac

SCALE: 1" = 90' (8.5X11 SHEET)

0' 45' 90' 179'

PREPARED FOR: KNUTZEN ENGINEERING

APEX

PROJECT IMPACTS MAP

BENTON FRANKLIN TRANSIT PROPERTY
RICHLAND, BENTON COUNTY, WA

JUNE 2026
26005204

FIGURE
6

Filename: L:\Projects_DVP\K\KNU0001\26005204\NR\GIS\APRX\Benton Franklin Transit\Benton Franklin Transit.aprx Plot Date/Time: 6/9/2026 2:04 PM

Appendix A

Maps and Reports

USDA-NRCS Soil Series Map and Report
WDFW PHS Report
USFWS NWI Map
USFWS IPaC Report
NOAA NMFS Report

Soil Map—Benton County Area, Washington
(USDA-NRCS Soil Series Map and Report)

Map Scale: 1:670 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 5 10 20 30

Feet
0 30 60 120 180

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Benton County Area, Washington
Survey Area Data: Version 21, Aug 28, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

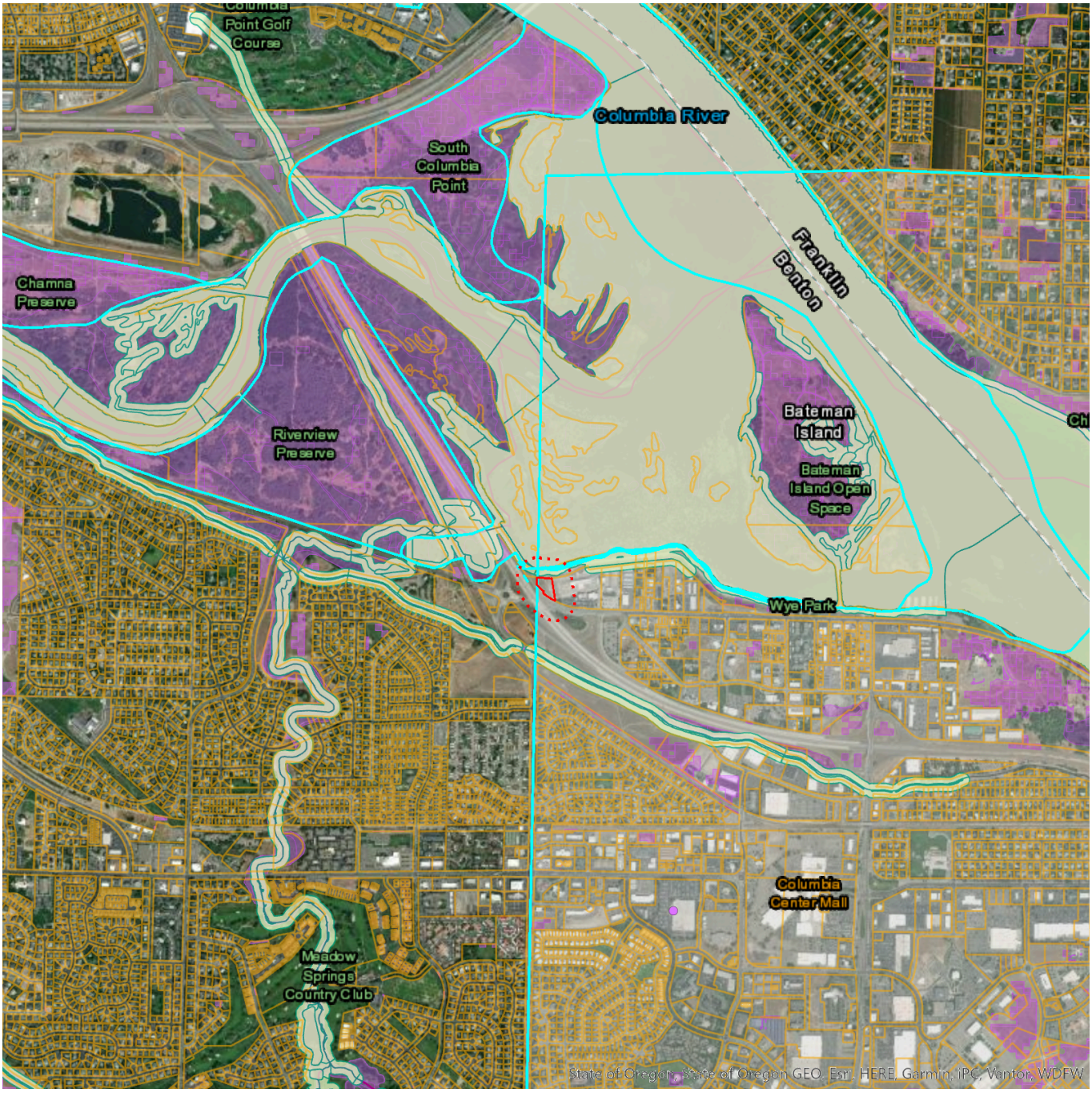
Date(s) aerial images were photographed: Jun 26, 2022—Jun 27, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BlA	Burbank loamy fine sand, gravelly substratum, 0 to 2 percent slopes	1.1	77.0%
PaA	Pasco fine sandy loam, 0 to 2 percent slopes	0.3	23.0%
Totals for Area of Interest		**1.4**	**100.0%**

Priority Habitats and Species on the Web



Buffer radius: 300 Feet

Report Date: 02/26/2026, Parcel ID: [130992000015001]

PHS Species/Habitats Overview:

Occurence Name	Federal Status	State Status	Sensitive Location
Waterfowl Concentrations	N/A	N/A	No
Biodiversity Areas And Corridor	N/A	N/A	No
Freshwater Forested/Shrub Wetland	N/A	N/A	No
Shrubsteppe	N/A	N/A	No
Townsend's Ground Squirrel - townsendii		Candidate	Yes

Riparian Management Zones, if present, are not included in the Overview table above or the Details below. For RMZ details, please visit [ripariandata.wdfw.wa.gov.](ripariandata.wdfw.wa.gov)

PHS Species/Habitats Details:

Waterfowl Concentrations	
Priority Area	Regular Concentration
Site Name	COLUMBIA PARK
Notes	WINTERING WATERFOWL CONCENTRATIONS OF DABBLING DUCK +-10000 MOSTLY MALLARD +- 40000 CANADA GEESE, ALSO UTILIZED BY CANVASBACK, RINGNECKS ONE OF THE BETT AREA FOR WOOD DUCKS
Source Record	901237
Source Dataset	PHSREGION
Source Name	PARKER, RICHARD
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
ManagementRecommendations	https://wdfw.wa.gov/publications/00026
Geometry Type	Polygons

Biodiversity Areas And Corridor	
Priority Area	Terrestrial Habitat
Site Name	YAKIMA RIVER DELTA
Accuracy	1/4 mile (Quarter Section)
Notes	BIODIVERSITY CORRIDOR. AREA OF MIXED RIPARIAN, WETLAND, AND SHRUB-STEPPE.USED AS MIGRATION CORRIDOR BY MULE DEER. BALD EAGLE FORAGING.IMPORTANT SHOREBIRD MIGRATION AREA AND WATERFOWL WINTERING.
Source Record	920208
Source Dataset	PHSREGION
Source Name	NEWSOME, HEIDI USFWS
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS Listed Occurrence
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
ManagementRecommendations	https://wdfw.wa.gov/publications/00023
Geometry Type	Polygons

Freshwater Forested/Shrub Wetland	
Priority Area	Aquatic Habitat
Site Name	N/A
Accuracy	NA
Notes	Wetland System: Freshwater Forested/Shrub Wetland - NWI Code: PSS1Ch
Source Dataset	NWIWetlands
Source Name	Not Given
Source Entity	US Fish and Wildlife Service
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS Listed Occurrence
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
ManagementRecommendations	https://ecology.wa.gov/Water-Shorelines/Wetlands
Geometry Type	Polygons

Shrubsteppe	
Priority Area	Habitat Feature
Site Name	Benton County Presumptive Shrubsteppe
Accuracy	NA
Notes	General location of Shrubsteppe. Confirm or refute with site-scale info. WDFW recommends using site-scale info to inform site-scale land use decisions. Expect that on-the-ground conditions (e.g., boundaries) will vary from the map.
Source Record	920858
Source Name	Keith Folkerts, WDFW
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
ManagementRecommendations	https://wdfw.wa.gov/sites/default/files/publications/01333/wdfw01333.pdf
Geometry Type	Polygons

Shrubsteppe	
Priority Area	Habitat Feature
Site Name	Benton County Presumptive Shrubsteppe
Accuracy	NA
Notes	General location of Shrubsteppe. Confirm or refute with site-scale info. WDFW recommends using site-scale info to inform site-scale land use decisions. Expect that on-the-ground conditions (e.g., boundaries) will vary from the map.
Source Record	920858
Source Name	Keith Folkerts, WDFW
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
ManagementRecommendations	https://wdfw.wa.gov/sites/default/files/publications/01333/wdfw01333.pdf
Geometry Type	Polygons

Townsend's Ground Squirrel - townsendii	
Scientific Name	*Urocitellus townsendii townsendii*
Notes	This polygon mask represents one or more records of the above species or habitat occurrence. Contact PHS Data Release at phsproducts@dfw.wa.gov for obtaining information about masked sensitive species and habitats.
State Status	Candidate
PHS Listing Status	PHS Listed Occurrence
Sensitive	Y
SGCN	Y
Display Resolution	QTR-TWP

Townsend's Ground Squirrel - townsendii	
Scientific Name	*Urocitellus townsendii townsendii*
Notes	This polygon mask represents one or more records of the above species or habitat occurrence. Contact PHS Data Release at phsproducts@dfw.wa.gov for obtaining information about masked sensitive species and habitats.
State Status	Candidate
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	Y
Display Resolution	QTR-TWP

DISCLAIMER. This report includes information that the Washington Department of Fish and Wildlife (WDFW) maintains in a central computer database. It is not an attempt to provide you with an official agency response as to the impacts of your project on fish and wildlife. This information only documents the location of fish and wildlife resources to the best of our knowledge. It is not a complete inventory and it is important to note that fish and wildlife resources may occur in areas not currently known to WDFW biologists, or in areas for which comprehensive surveys have not been conducted. Site specific surveys are frequently necesssary to rule out the presence of priority resources. Locations of fish and wildlife resources are subject to variation caused by disturbance, changes in season and weather, and other factors. WDFW does not recommend using reports more than six months old.

U.S. Fish and Wildlife Service
National Wetlands Inventory

Benton Franklin Transit Project

June 18, 2026

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Benton County, Washington

Local office

Washington Fish And Wildlife Office

(360) 753-9440
(360) 753-9405

1009 College St Se
Ste 215
Lacey, WA 98503-1249

https://www.fws.gov/office/washington-fish-and-wildlife

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

---

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Yellow-billed Cuckoo Coccyzus americanus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/3911	Threatened

Fishes

NAME	STATUS
Bull Trout Salvelinus confluentus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8212	Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee Bombus suckleyi No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

NOT FOR CONSULTATION

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31

NOT FOR CONSULTATION

Golden Eagle Aquila chrysaetos — Breeds Jan 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
https://ecos.fws.gov/ecp/species/1680

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

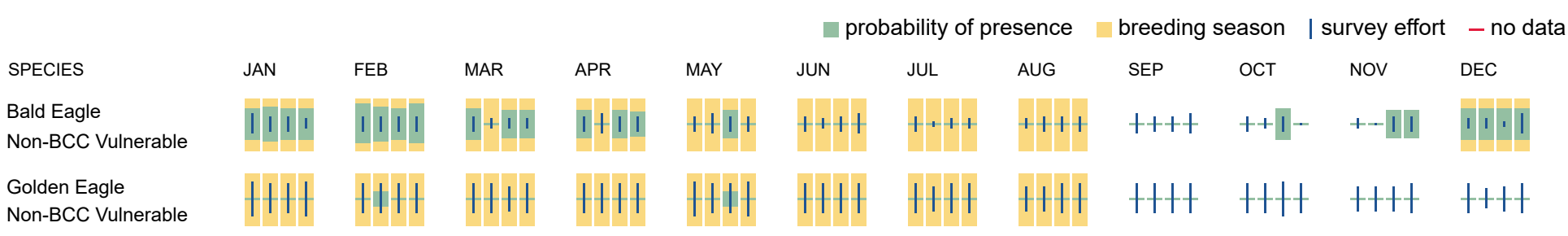
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there,

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and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles document, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

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For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
American Avocet Recurvirostra americana This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Apr 21 to Aug 10
American White Pelican pelecanus erythrorhynchos This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6886	Breeds Apr 1 to Aug 31
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black Tern Chlidonias niger surinamenisis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
California Gull Larus californicus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Calliope Hummingbird Selasphorus calliope This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9526	Breeds May 1 to Aug 15
Cassin's Finch Haemorhous cassinii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Clark's Grebe Aechmophorus clarkii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Evening Grosbeak Coccothraustes vespertinus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
Forster's Tern Sterna forsteri This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Aug 15
Franklin's Gull Leucophaeus pipixcan This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

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Lesser Yellowlegs Tringa flavipes This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker Melanerpes lewis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-eared Owl asio otus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
Marbled Godwit Limosa fedoa This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Northern Harrier Circus hudsonius This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15
Olive-sided Flycatcher Contopus cooperi This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pectoral Sandpiper Calidris melanotos This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Rufous Hummingbird Selasphorus rufus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15
Sage Thrasher Oreoscoptes montanus This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9433	Breeds Apr 15 to Aug 10
Western Grebe Aechmophorus occidentalis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

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2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

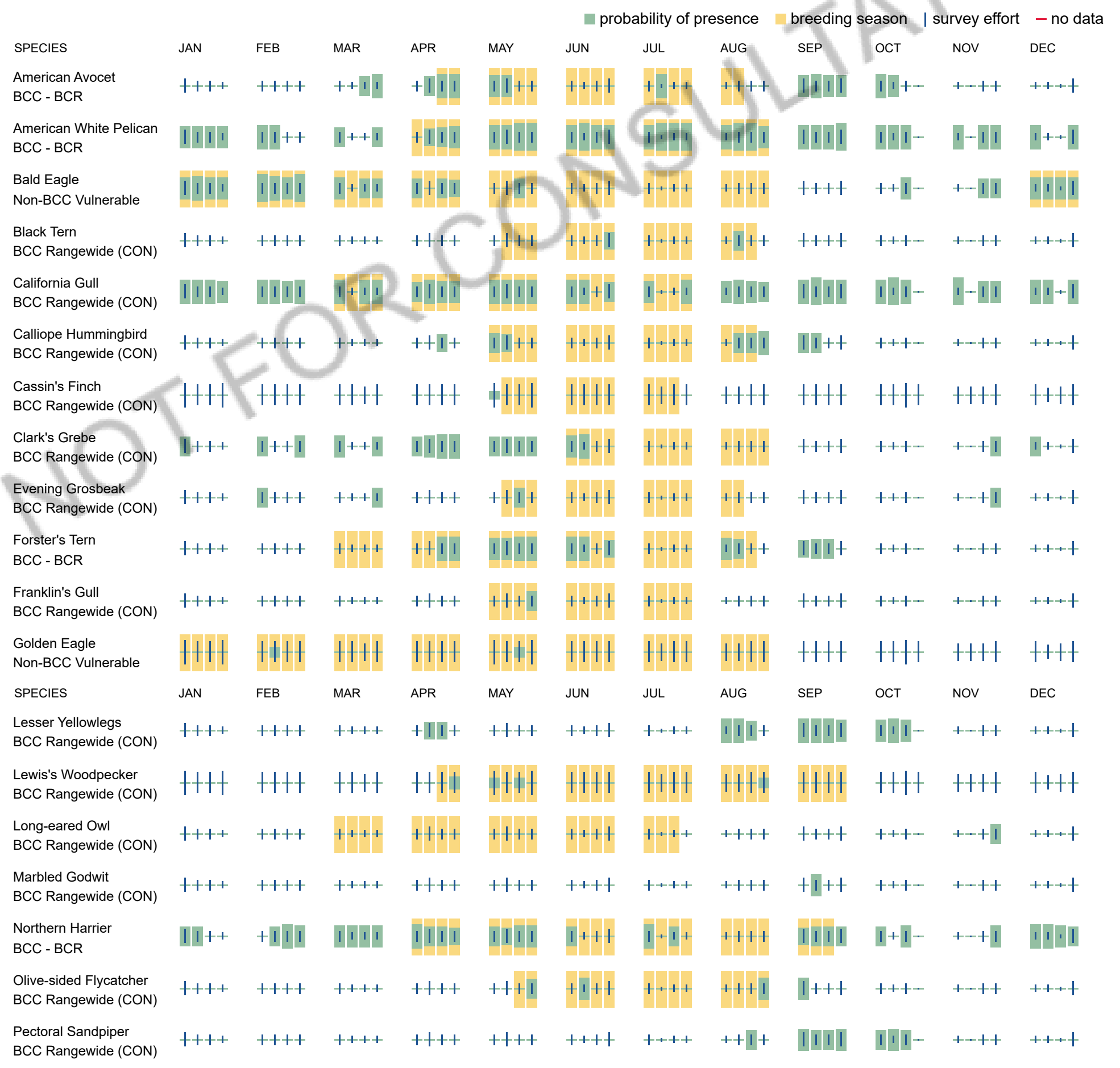
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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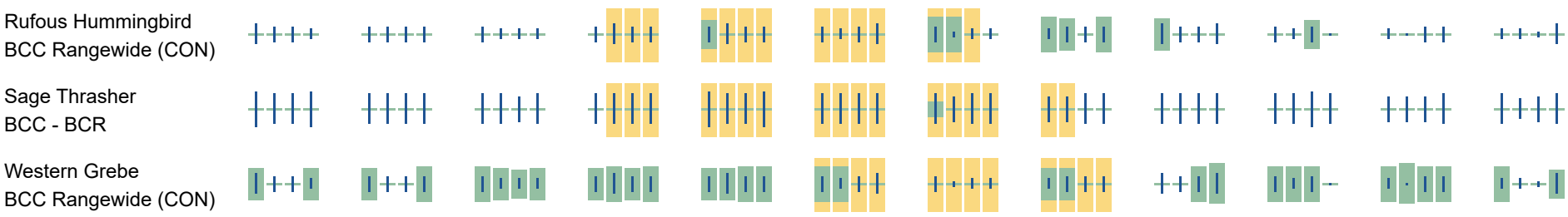

Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as “Vulnerable”. See the FAQ “What are the levels of concern for migratory birds?” for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ “Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds”.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative

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Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

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Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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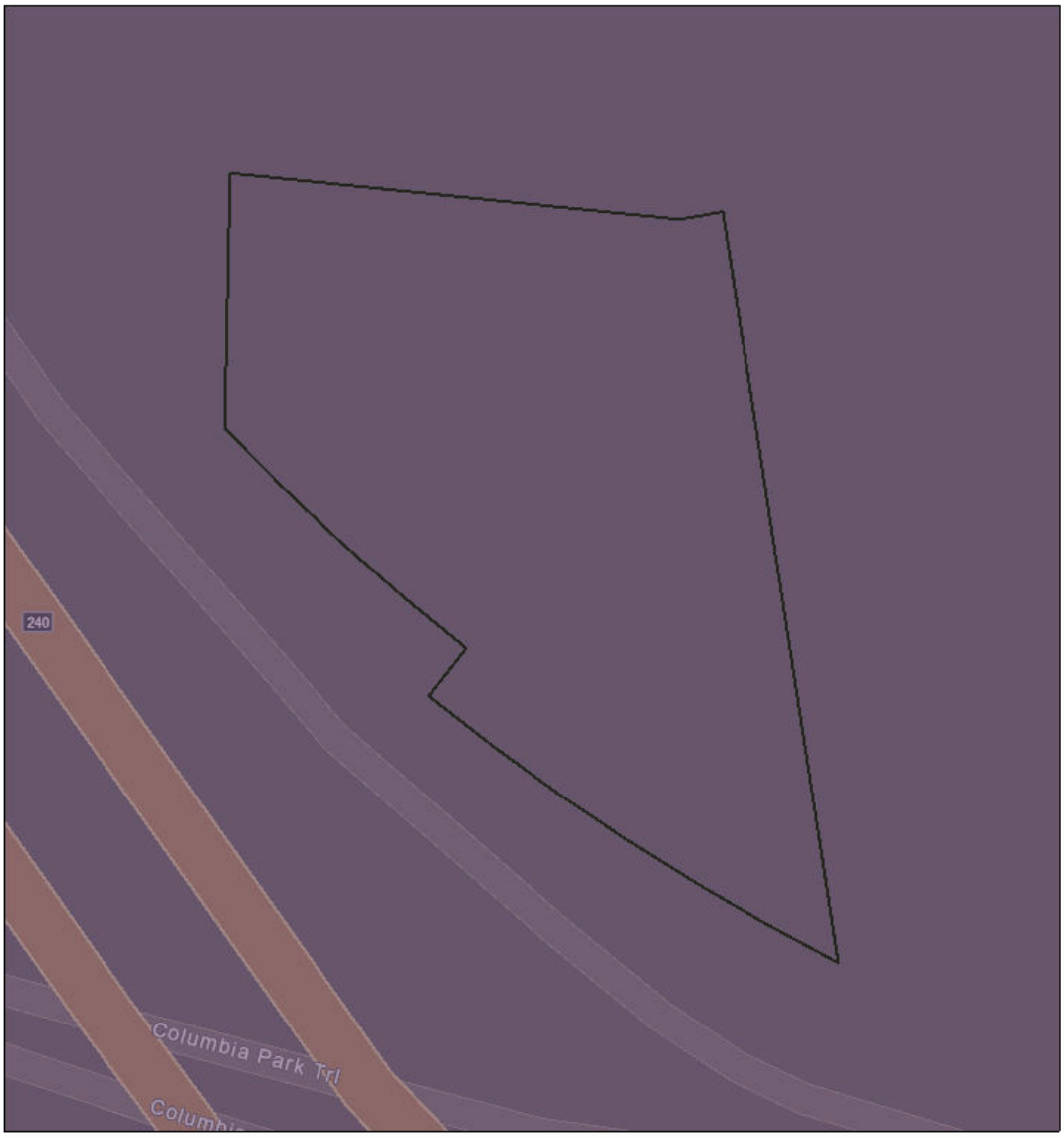
Spatial Query Report: ESA and MSA

Area of Interest (AOI) Information

Area : 0.06 km²

Feb 26 2026 13:35:17 Pacific Standard Time



Summary

Name	Count	Area(km²)	Length(km)
ESA Species Ranges (WA, OR, ID)	1	0.06	not applicable
ESA Species Ranges (CA, OR)	0	0	not applicable
ESA Critical Habitat - polygon	0	0	not applicable
ESA Critical Habitat - line	0	not applicable	0
MSA Habitat Areas of Particular Concern	0	0	not applicable
MSA Essential Fish Habitat - Areas Protected from Fishing	0	0	not applicable
MSA Essential Fish Habitat - HMS, CPS, Groundfish	0	0	not applicable
MSA Essential Fish Habitat - Salmon	1	0.06	not applicable

ESA Species Ranges (WA, OR, ID)

#	DPS	DPS_ID	Area(km²)
1	Steelhead (Middle Columbia River DPS)	STMCR	0.06

MSA Essential Fish Habitat - Salmon

#	HUC_8_Name	HUC_8	ChinookEFH	Coho_EFH	Pink_EFH	Area(km²)
1	Lower Yakima	17030003	Yes	Yes	*no data*	0.06

The West Coast Region (WCR) Species and Habitat App displays spatial data for marine and anadromous species listed under the Endangered Species Act (ESA) and habitat areas protected under the Magnuson-Stevens Fishery Conservation and Management Act (MSA). The core datasets, managed by the WCR, are ESA-listed species ranges, critical habitat designations, and essential fish habitat (EFH). These datasets are intended to assist the public and our partners with visually interpreting federal regulations. However, these data do not constitute legal definitions. Please refer to NOAA Fisheries' Federal Register rules and the Code of Federal Regulations for legal definitions of threatened or endangered species, critical habitat designations, or essential fish habitat. Detailed information for EFH on the West Coast, including text descriptions, which are ultimately determinative of the limits of EFH, is contained in fishery management plans available on the Pacific Fishery Management Council website (pcouncil.org).

Not all ESA-listed species ranges, critical habitat designations, and essential fish habitat under the jurisdiction of NOAA Fisheries are displayed in this app. Only those within the West Coast Region that have available data are displayed. NOAA Fisheries' West Coast Region includes Idaho, Oregon, Washington, California, and U.S. marine waters adjacent to those states.

This tool ran the AOI query on spatial features that were diced to increase performance. The diced features should not be used for any purpose beyond the production of this summary report. Additionally, the tool utilized the Web Mercator (WKID 3857) projection to produce area and distance estimates for this report. The Web Mercator projection causes area and distance distortions at high latitudes. For equal area calculations or additional analysis needs, please download the source GIS data:
ESA Critical Habitat https://www.fisheries.noaa.gov/resource/map/critical-habitat-maps-and-gis-data-west-coast-region
ESA Ranges https://www.fisheries.noaa.gov/resource/map/species-ranges-salmon-and-steelhead-west-coast-region
MSA Essential Fish Habitat, EFH Areas Protected from Fishing, Habitat Areas of Particular Concern https://www.habitat.noaa.gov/application/efhinventory/index.html

IMPORTANT DATA CAVEAT The following ESA-listed species, within the West Coast Region, were not analyzed (i.e., they do not have range spatial data available): Abalone, black; Abalone, white; Sturgeon, green (Southern DPS); Eulachon (Southern DPS); Bocaccio (Puget Sound/Georgia Basin DPS); Rockfish, yelloweye (Puget Sound/Georgia Basin DPS); Salmon, Chinook (California Coastal ESU); Salmon, Chinook (Central Valley spring-run ESU); Salmon, Chinook (Sacramento River winter-run ESU); Salmon, coho (Southern Oregon/Northern California Coast ESU); Salmon, coho (Central California Coast ESU); Steelhead (Northern California DPS); Steelhead (Central California Coast DPS); Steelhead (California Central Valley DPS); Steelhead (South-Central California DPS); Steelhead (Southern California DPS); Sea turtle, green (East Pacific DPS); Sea turtle, loggerhead (North Pacific Ocean DPS); Sea turtle, leatherback; Sea turtle, olive ridley; Seal, Guadalupe fur; Whale, humpback (Central America DPS); Whale, humpback (Mexico DPS); Whale, killer (Southern Resident DPS); Whale, sei; Whale, sperm; Whale, blue; Whale, fin; Shark, oceanic whitetip.

IMPORTANT DATA CAVEAT The following ESA critical habitat designation, within the West Coast Region, was not analyzed (i.e., the designation does not have spatial data available): Salmon, coho (Southern Oregon/Northern California Coast ESU).

For more information on consultations visit:
ESA https://www.fisheries.noaa.gov/west-coast/consultations/esa-section-7-consultations-west-coast
MSA https://www.fisheries.noaa.gov/west-coast/habitat-conservation/essential-fish-habitat-west-coast
GIS point of contact: shanna.dunn@noaa.gov

Appendix B
Site Photographs

Photo 1. Eastern side of study area facing northwest towards trail and SR 240. Highly disturbed weed dominated area with native shrub patch in distance.

Photo 2. Northeastern part of study area facing west. SR 240 in the distance, relic native shrub patch, and highly disturbed weed dominated area.

Photo 3. Near northwest corner of study area facing south. Remnant patch of mature native shrubs (big sage, rabbitbrush).

Photo 4. Northwest corner of study area facing east. View showing trail and Benton Franklin Transit operations in distance.

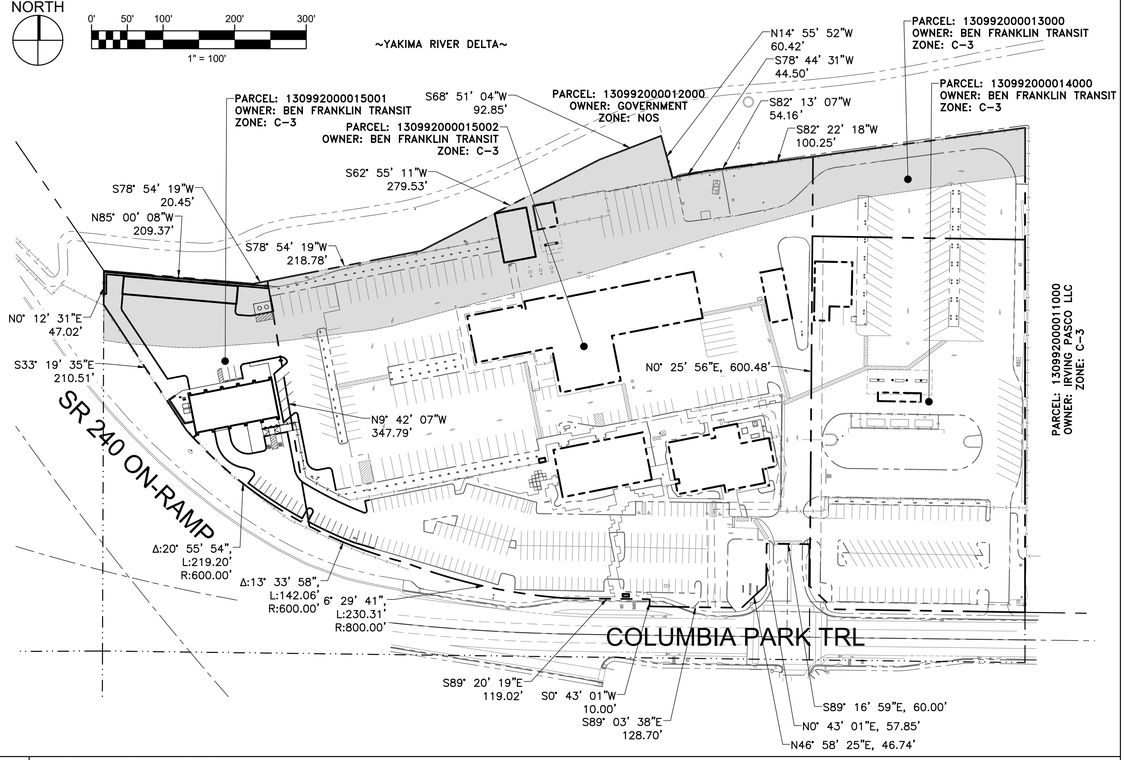
Photo 5. View facing south. Disturbed edge area adjacent to existing Benton Franklin Transit facility.

Photo 6. View facing north. Fenceline at SR 240 right of way. Highly disturbed area with some remnant native rabbitbrush.

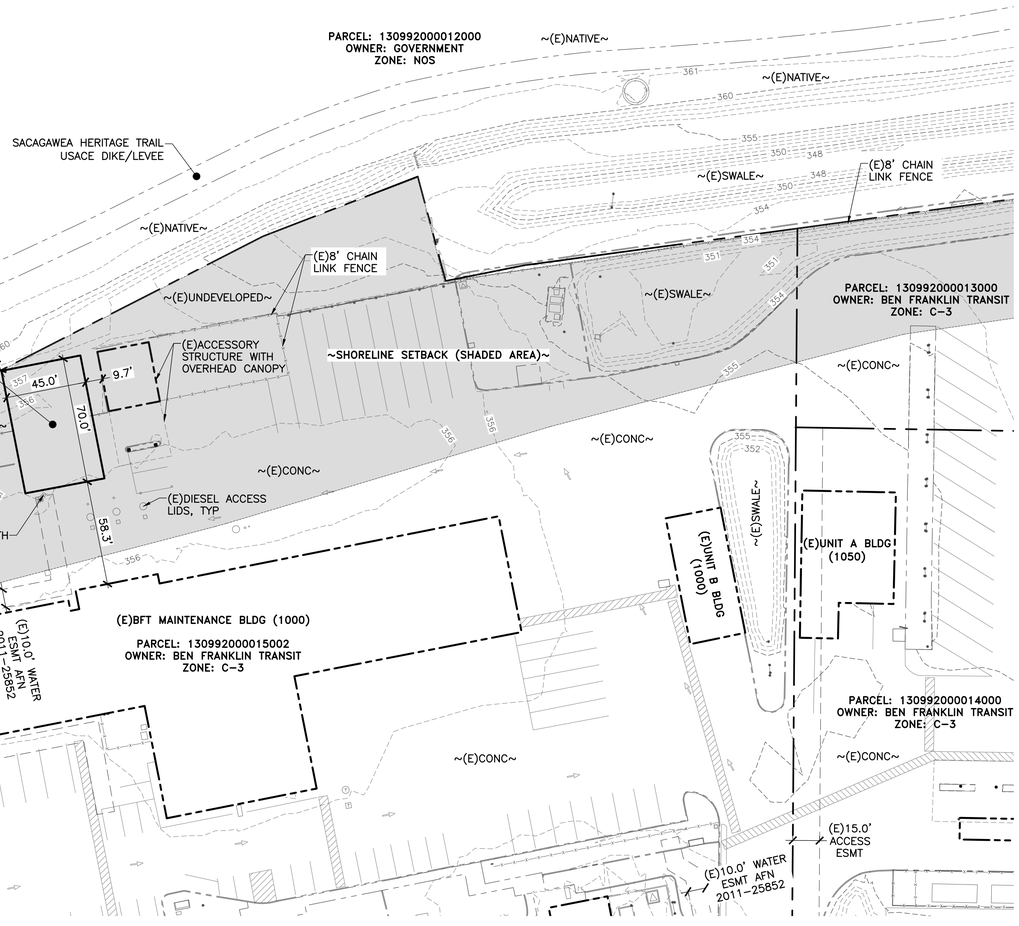
Photo 7. Mature big sagebrush 6 to 8′ tall.

Photo 8. Native bunchgrass, basin wildrye. Only 2 or 3 individual plants were found in the southern part of study area.

Appendix C
BFT Site Plan



C1 OVERALL PROPERTY MAP
SCALE: 1" = 100'-0"



A1 SEPA SITE PLAN
SCALE: 1" = 40'-0"

KNUTZEN ENGINEERING
5401 RIDGELINE DR.
SUITE 160
KENNEWICK, WA 99338
1-509-222-0959
www.knutzenengineering.com

No.	REVISIONS	DATE	DESIGN	CHKD	APPD

PRELIMINARY

NOT FOR CONSTRUCTION
SEPA SITE PLAN
BEN FRANKLIN TRANSIT
BFT FACILITIES ACCESSORY STRUCTURES
1000 COLUMBIA PARK TRAIL, RICHLAND, WA

APPROVAL		
DESIGN	ASW	5/14/26
CHECKED	ASW	5/14/26
APPROVED	PTK	5/14/26

SCALE: AS NOTED
CADFILE: 26004XC02 – SEPA
JOB No. 26004
REV. 0
DWG. No. SSP1

\\2026\26004-BFT Maintenance Building\DWG\26004XC02 - SEPA.dwg - May 14,2026 - 12:18pm - awh

Ben Franklin Transit Facility
Inadvertent Discovery Plan
June 22, 2026

PROJECT LOCATION:

Address: 1000 Columbia Park Trail, Richland, WA 99352
The Ben Franklin Transit Facility is comprised of four parcels (130992000013000, 130992000014000, 130992000015001, and 130992000015002) and they are currently in the process of being consolidated into one parcel.

PROJECT DESCRIPTION:

Construction of two accessory structures within the shoreline setback on the Ben Franklin Transit Facilities parcels. On Parcel 130992000015001, construction of an accessory structure for use as a Storage Warehouse is proposed to be approximately 4,000 sf in size and within the shoreline setback. This will be a cold warehouse structure that is open on at least one side. The surrounding area to the south will be paved for parking and storage. There will be a deicer storage accessory facility located within the Storage Warehouse footprint. On Parcel 130992000015002, construction of a fully enclosed accessory structure for use as a Paint Spray Room with Support Spaces is proposed to be approximately 3,150 sf in size and within the shoreline setback, to the north of the existing main Maintenance Building. This project will include grading, excavation and other general construction activities. Excavations are not expected to exceed 10 feet in depth.

INADVERTENT DISCOVERY PLAN:

This Inadvertent Discovery Plan (IDP) was prepared to support project activities described above. This plan was prepared to provide field personnel with a process for the inadvertent discovery of cultural resources and/or human remains identified during construction for this project.

RECOGNIZING CULTRUAL RESOURCES AND SIGNIFICANTS:

A cultural resource discovery should be pre-historic or historic including:

- An accumulation of shell, burned rocks, or food-related materials
- An area of charcoal or very dark-stained soil with artifacts
- Bones or small pieces of bone
- Stone tools or wasted flakes (Arrowheads or Stone Chips for example)
- Clusters of tine cans or bottles, logging or agricultural equipment that appears to be older than 50 years
- Buried railroad tracks, decking or other industrial materials.

When in doubt, assume any materials found are resource of cultural significance.

ON-SITE PROTICALS:

STEP 1: STOP WORK

If any employee, general contractor or sub-contractor believes that he and she has uncovered a cultural resource at any point in the project, all work must **Stop Immediately** in the vicinity of the find. Notify the appropriate party(ies) as outlined in step 2 through 4. The area surrounding the find must be secured using flag pins, stanchions and rope or other appropriate delineation to provide for the security and protection of the discovery.

STEP 2: NOTIFY THE PROJECT ARCHAEOLOGICAL MONITOR

If there is an archaeological monitor for the project, notify said individual. If there is a monitoring plan in place, the monitor will follow the procedure as described.
If there is no monitor for the project site, proceed to Step 3 and contact the Project Manager.

STEP 3: NOTIFY THE PROJECT MANAGER

Notify the identified project manager of this project and other applicable contacts:

PROJECT MANAGER
Mac McGrath
Bouten Construction
(509) 943-7677

ALTERNATE PROJECT CONTACT
Jared Swentik
Benton Franklin Transit
(509) 734-5590

Project manager is responsible for the following items as listed:

- **Protect the Find:** The project manager is responsible for ensuring that the project takes appropriate action to protect the discovery site while all necessary assessments and notifications are completed. As stated in steps 1 & 2, all work will HALT in the surrounding area, and the area will be secured to protect the integrity of the resource. Vehicles, equipment, as well as unauthorized personnel will NOT be permitted to enter the area of the discovery. See the section of this plan titled “RESUMING WORK” for further instruction on how and when you may resume project related duties.
- **Direct Project Activities Elsewhere On-site:** The project manager may authorize project related activities to continue in areas away from cultural resources prior to contacting concerned parties.
- **Contact the Project Archaeologist:** If the assigned project archaeologist has not yet been contacted, the project manager must do so.

STEP 4: NOTIFY THE PROFESSIONAL ARCHAEOLOGIST

Notify the identified professional archaeologist serving as the archaeologist for this project (if a monitor is not present)

PROFESSIONAL ARCHEOLIGISTS
Rob Whitlam, PhD
State Archaeologist
(360) 890-2615
Rob.whitlam@dahp.wa.gov

The professional archaeologist's responsibilities include the following:

- **Identify Find:** The professional archaeologist will examine the area to determine if there is an archaeological find.
    - If it is determined **not** to be a cultural resource / archaeological find or human remains, work may proceed with no further delay.
    - If it **is** determined to be a cultural resource / archaeological find or human remains, the professional archaeologist will continue with all notifications.

If the find may be human remains or funerary objects, the project archaeologist will ensure that a qualified physical anthropologist examines the find. ***If the find is determined to be human remains, the procedure described in the section of this plan titled "DISCOVERY OF HUMAN REMAINS" will be followed.***

- **Notify the Appropriate Parties:** If the find is determined to be a cultural resource, the professional archaeologist will notify the appropriate parties. Notifications may include the following:
    - **Agency Contact:** The professional archaeologist will contact the designated personnel for the project site municipality.
    - **Washington Department of Archaeology (DAHP):** The professional archaeologist will coordinate and contact DAHP.
    - **Tribes:** If the discovery may be of interest to any native American tribes, the professional archaeologist, the Agency point of contact, and the DAHP will coordinate with the interested and/or affected tribes.

- **Record the Find:** The professional archaeologist will work with DAHP and the consulting parties as required to determine how to record the find. Methods for recording will likely require the completion of a Washington State Archaeological Site or Isolate Form.

RESUMING WORK:

Work outside of the discovery location may continue while documentation and assessment of the cultural resources take place. The professional archaeologist must determine the final boundaries of the discovery location.

Work may continue at the discovery site location **ONLY** after the process outlined in this plan is followed and the project manager, DAHP and any affected tribes (if applicable) determine that appropriate documentation has been completed.

DISCORVERY OF HUMAN REMAINS:
The inadvertent discovery of human skeletal remains on non-federal and non-tribal land in the state of Washington is implemented under RCW 68.50.645, 27.44.055, and 68.60.055. Go to (www.dahp.wa.gov/programs/human-remains-program/idp-language) for additional information.

In the event that human remains are encountered during field-related project activities, the following step will need to be implemented.

STEP 1: Stop Work Immediately
If ground disturbing activities encounter human skeletal remains during the course of data collection or construction, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance. (www.dahp.wa.gov/programs/human-remains-program/idp-language)

To secure the discovery, a temporary fencing system such as posts and rope or similar protection measures will be placed around the discovery. Work in the immediate area of the discovery will be discontinued, however, work outside the discovery area may continue.

When an inadvertent discovery is encountered, staff will take measures to avoid further disturbance of the area. Any human remains, regardless of antiquity or ethnic origin, will at all times be treated with dignity and respect. Cultural materials shall not be relocated from the initial discovery location. Photographs shall **NOT** be taken of bones **UNLESS** photographs are needed to assist in the determination of the remains to be human or animal.

STEP 2: Notification Process
The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. (www.dahp.wa.gov/programs/human-remains-program/idp-language)

In the event of the discovery of human remains, the following individuals will be contacted:

COUNTY CORONER
William Leach
Benton County Coroner
(509) 736-2720
William.leach@co.benton.wa.us

COUNTY SHERIFF
Mike Clark
Benton County Sheriff
(509) 783-5852
Michael.clark@co.benton.wa.us

MUNICIPALITY POINT OF CONTACT
Ryan Nelson
Senior Planner
City of Richland
(509) 942-7387
rnelson@richlandwa.gov

STEP 2: Jurisdictional Authority
If the county medical examiner/coroner determines the remains are non-forensic, then they will report their finding to the Department of Archaeology and Historic Preservation (DAHP) who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected tribes of the find. The state Physical Anthropologist will make a determination of whether the remains are Indian or non-Indian and report their finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultations with the affected parties as to the future preservation, excavation and disposition of the remains. (www.dahp.wa.gov/programs/human-remains-program/idp-language)

DAHP CONTACT
Guy Tasa, State Physical Anthropologist
guy.tasa@dahp.wa.gov
(360) 586-3534

Vicinity Map

Exhibit 2

Item: 1000 Col. Park Trail - Shoreline Substantial Development
Applicant: ALSC Architects & Knutzen Engineering
File #: PLN-T2-2026-00021

N

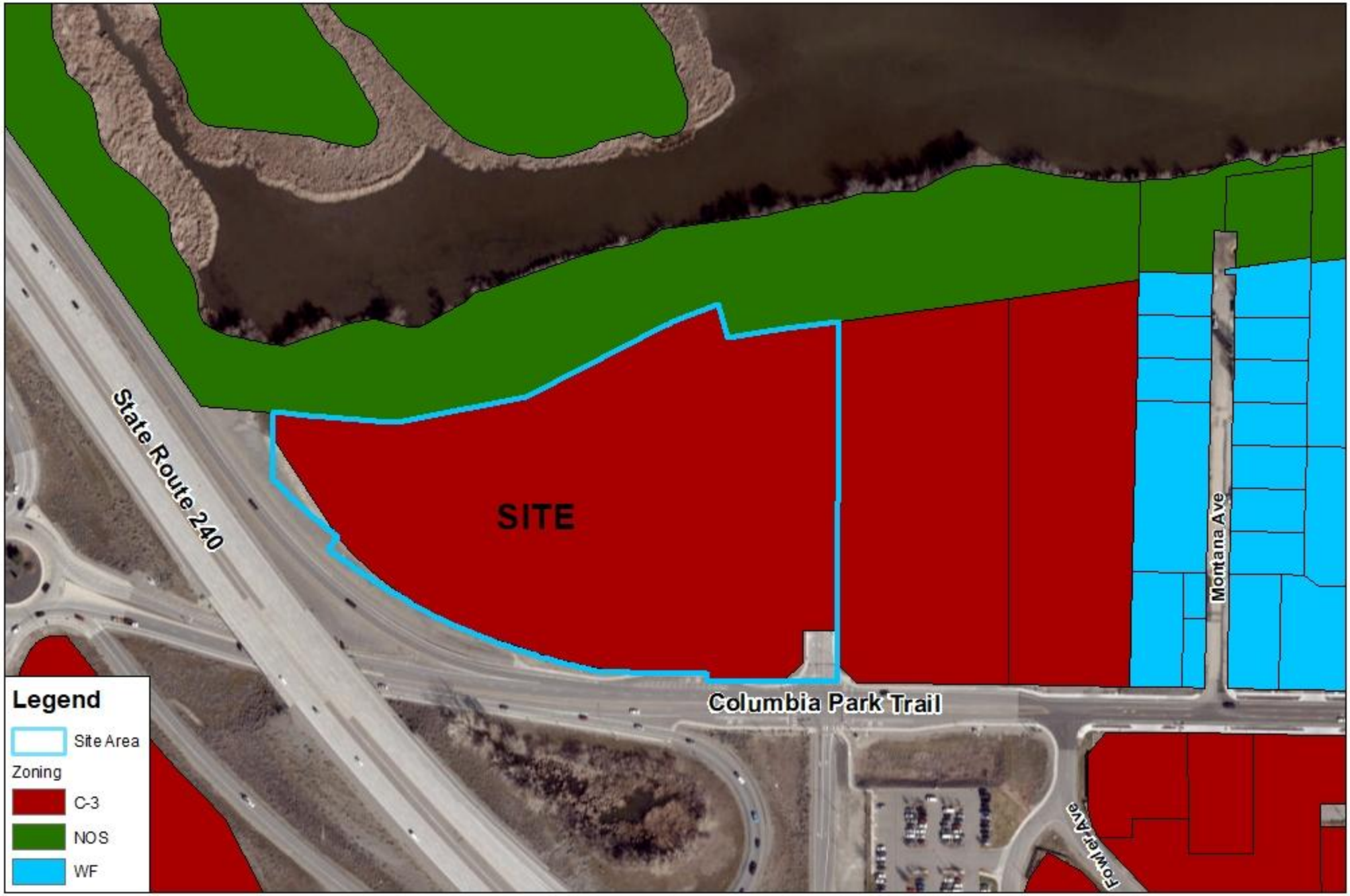
0 80 160 320 Feet

Zoning Map

Item: 1000 Col. Park Trail - Shoreline Substantial Development
Applicant: ALSC Architects & Knutzen Engineering
File #: PLN-T2-2026-00021

N

0 80 160 320 Feet

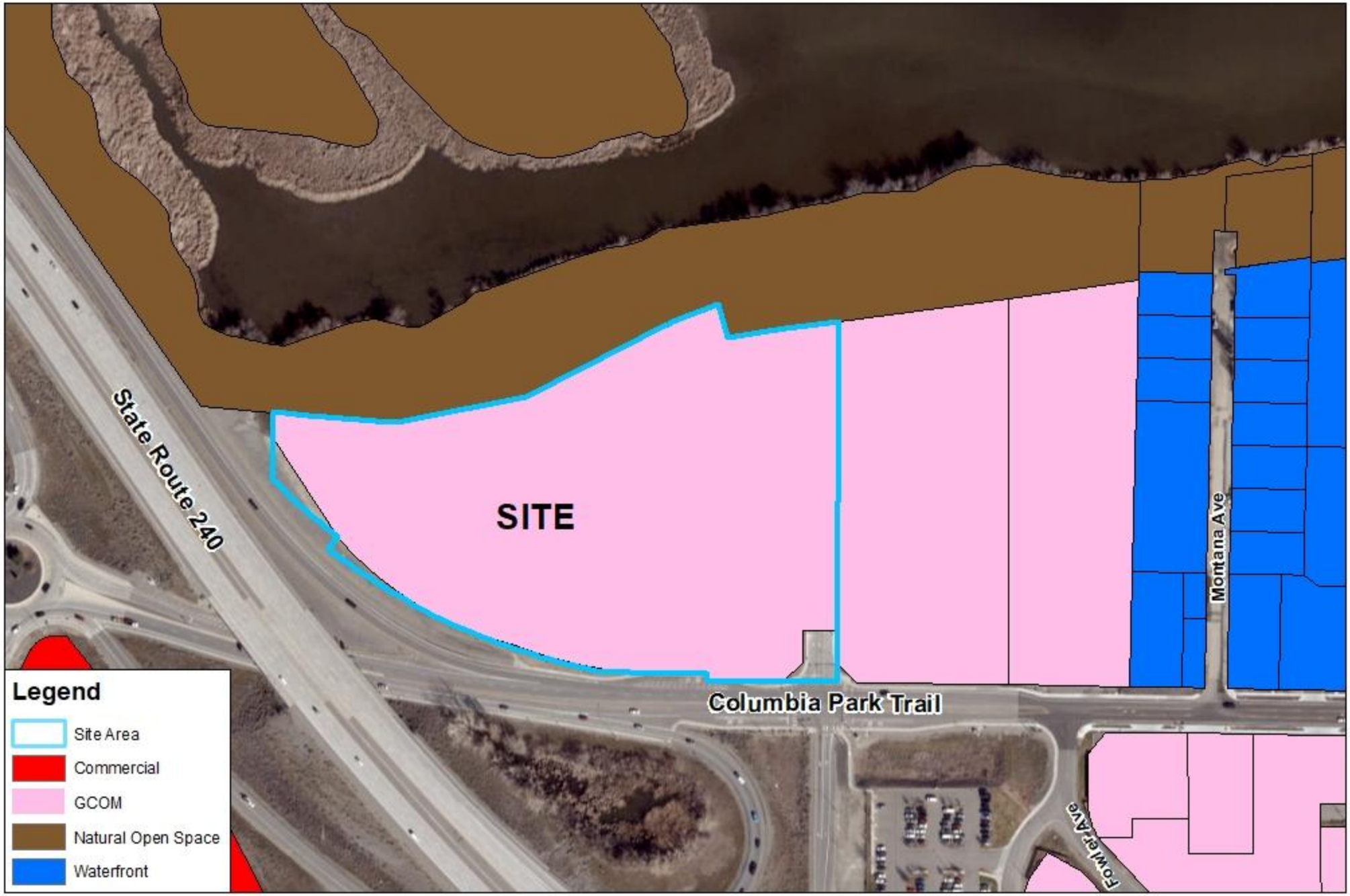


Land Use Map

Item: 1000 Col. Park Trail - Shoreline Substantial Development
Applicant: ALSC Architects & Knutzen Engineering
File #: PLN-T2-2026-00021

N

0 80 160 320 Feet



Shoreline Map

Item: 1000 Col. Park Trail - Shoreline Substantial Development
Applicant: ALSC Architects & Knutzen Engineering
File #: PLN-T2-2026-00021

N

0 80 160 320 Feet

Transportation Map

Item: 1000 Col. Park Trail - Shoreline Substantial Development
Applicant: ALSC Architects & Knutzen Engineering
File #: PLN-T2-2026-00021

N

0 80 160 320 Feet

Easement Map

Item: 1000 Col. Park Trail - Shoreline Substantial Development
Applicant: ALSC Architects & Knutzen Engineering
File #: PLN-T2-2026-00021

N

0 80 160 320 Feet

Utility Map

Item: 1000 Col. Park Trail - Shoreline Substantial Development
Applicant: ALSC Architects & Knutzen Engineering
File #: PLN-T2-2026-00021

N

0 70 140 280 Feet

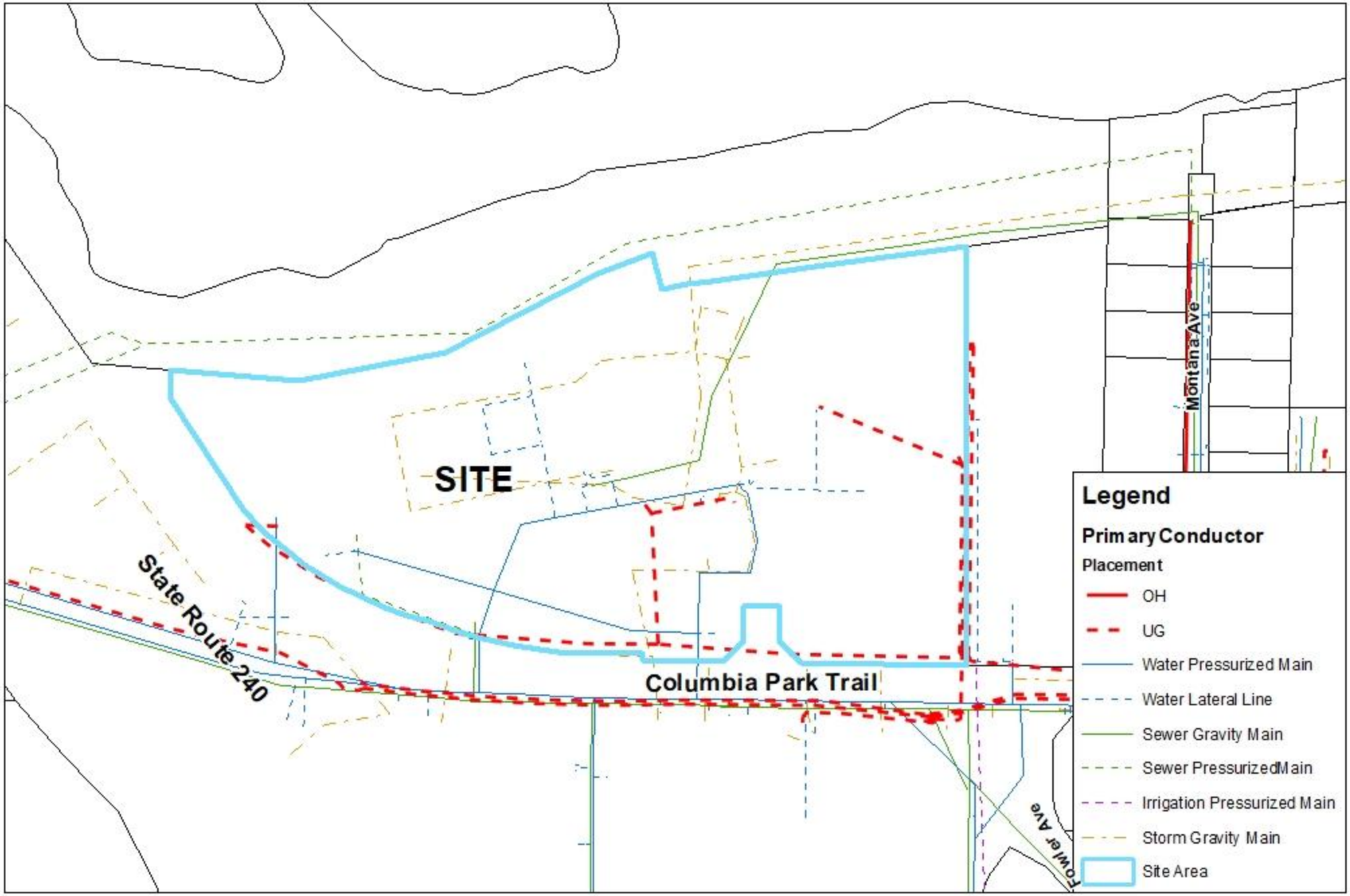


Exhibit 3

CITY OF RICHLAND
PLANNING DIVISION
625 Swift Boulevard, MS-35
Richland, WA 99352
(509) 942-7794

NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (PLN-T2-2026-00021 & PLN-T1-2026-00487)

Notice is hereby given that Knutzen Engineering, on behalf of the property owner, Ben Franklin Transit has applied for a Shoreline Management Substantial Development Permit to allow for the construction of two accessory structures within the shoreline setback area of the Ben Franklin Transit Facilities parcels. The proposal has been determined to be consistent with the City of Richland's Title 23 – Zoning, Title 26 – Shoreline Management, and Chapter 22.10 – Critical Area Ordinance.

Project Site: The project site is located along the northern portion of 1000 Columbia Park Trail, Richland, WA 99352 (APN 130992000015001 and 130992000015002).

Public Hearing: The City of Richland Hearing Examiner will conduct a public hearing and review of the application at 6:00 p.m., **Monday, August 10, 2026**, in the Richland City Hall Council Chambers, 625 Swift Boulevard. All interested parties are invited to participate and present testimony at the public hearing.

Environmental Review: The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development**.**

The environmental checklist and related project information are available to the public and can be viewed at https://www.richlandwa.gov/business/land-use-actions.

Public Comment: Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Ryan Nelson, Senior Planner, 625 Swift Boulevard, MS #35, Richland, WA 99352. Comments may also be emailed to planning@ci.richland.wa.us.

Comment Period Starts: July 1, 2026
Comment Period Ends: August 10, 2026 at 6:00pm

Written comments must be received no later than 5:00 p.m. on Friday July 31, 2026, to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

Appeal: The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 26 Shoreline Master Program. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 26.50.110. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.

Vicinity Map

Item: 1000 Col. Park Trail - Shoreline Substantial Development
Applicant: ALSC Architects & Knutzen Engineering
File #: PLN-T2-2026-00021

McClatchy

The Beaufort Gazette
The Belleville News-Democrat
Bellingham Herald
Centre Daily Times
Sun Herald
Idaho Statesman
Bradenton Herald
The Charlotte Observer
The State
Ledger-Enquirer
Durham | The Herald-Sun
Fort Worth Star-Telegram
The Fresno Bee
The Island Packet
The Kansas City Star
Lexington Herald-Leader
The Telegraph - Macon
Merced Sun-Star
Miami Herald
El Nuevo Herald
The Modesto Bee
The Sun News - Myrtle Beach
Raleigh News & Observer
Rock Hill | The Herald
The Sacramento Bee
San Luis Obispo Tribune
Tacoma | The News Tribune
Tri-City Herald
The Wichita Eagle
The Olympian

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
51422	IPL0353430	Legal Ad - IPL0353430	D2586000 4401	2.0	90.0L

ATTENTION: CITY OF RICHLAND/LEGALS IP
625 SWIFT BLVD. MS-11
RICHLAND, WA 99352
janderson@ci.richland.wa.us;tclark@ci.richland.wa.us;purchasing@ci.richland.wa.us

CITY OF RICHLAND
NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS
(PLN-T2-2026-00021 & PLN-T1-2026-00487)

Notice: Knutzen Engineering, on behalf of the property owner, Ben Franklin Transit, has applied for the construction of two accessory structures within the shoreline setback area of the Ben Franklin Transit Facilities parcels. The proposed project has been determined to be consistent with the City of Richland's Title 23 – Zoning, Title 26 – Shoreline Management, and Chapter 22.10 – Critical Area Ordinance.

Project Site: The project site is located at 1000 Columbia Park Trail, Richland, WA 99354.

Public Hearing: The City of Richland Hearing Examiner will conduct a public hearing and review of the application on **Monday, August 10, 2026, at 6:00 p.m**., in the City of Richland Council Chambers at 625 Swift Boulevard. All interested parties are invited to participate and present testimony at the public hearing.

Environmental Review: The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development**.** The environmental checklist and related file information are available to the public and can be viewed at https://www.richlandwa.gov/business/land-use-actions.

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Published: Wednesday, July 1, 2026
IPL0353430
Jul 1 2026

COUNTY OF BENTON)
SS
STATE OF WASHINGTON)

the undersigned, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, and that said newspaper was regularly distributed to its subscribers during all of this period.

1.0 insertion(s) published on:
07/01/26 Print

Print Tearsheet Link

Marketplace Link

Julie Ambry

Sworn to and subscribed before me on Jul 1, 2026, 10:45 AM EDT

Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNiX®

CITY OF RICHLAND
NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS
(PLN-T2-2026-00021 & PLN-T1-2026-00487)

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Project Site: The project site is located at 1000 Columbia Park Trail, Richland, WA 99354.

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Published: Wednesday, July 1, 2026
IPL0353430
Jul 1 2026

AFFIDAVIT OF POSTING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, **Ryan Nelson**, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.

2. On the 1st day of July, 2026, I posted the attached NOTICE OF PUBLIC HEARING, File Numbers PLN-T2-2026-00021 and PLN-T1-2026-00487 (Shoreline Substantial Development Permit) at the following location:

   Facing south on the northwest corner of the intersecting exit ramp and entrance to the Ben Franklin Transit Maintenance, Operation, and Administration building on Columbia Park Trail.

Signed: Ryan Nelson

SIGNED AND SWORN to before me this 1st day of July, 2026, by Ryan Nelson.

JODI HOGAN NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 24026835 9-17-28

Signature of Notary

Jodi Hogan
Printed Name

Notary Public in and for the State of Washington,

Residing in 1625 Swift Blvd Richland WA

My appointment expires: 9-17-28

AFFIDAVIT OF MAILING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, Ryan Nelson, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.

2. On the 1st day of July ,2026 I mailed a copy of the attached NOTICE OF PUBLIC HEARING (PLN-T2-2026-00021 & PLN-T1-2026-00487) to the attached list of individuals via regular USPS on the date indicated above. The City of Richland Hearing Examiner will conduct a public hearing and review of the application on August 10, 2026.

Signed: Ryan Nelson

SIGNED AND SWORN to before me this 1st day of July, 2026 by Jodi Hogan.

Notary Public in and for the State of Washington,

JODI HOGAN NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 9-17-28 24026835

Jodi Hogan
Print Name

Residing at 62J Swift Blvd, Richland, WA

My appointment expires: 9-17-28

Address list attached.

owner	addr_line1	addr_city	addr_state	addr_zip	situs_num	situs_stree	situs_street	situs_city	situs_state	situs_zip
ROGERS RICHARD A & CAREL L	10712 W COURT ST	PASCO	WA	99301	1119		COLUMBIA PARK TRAIL	RICHLAND	WA	99352
BEN FRANKLIN TRANSIT	1000 COLUMBIA PARK TRAIL	RICHLAND	WA	99352-485	1000		COLUMBIA PARK TRAIL	RICHLAND	WA	99352
FAMILY PROGRESS LLC	1536 W ELLA ST	PASCO	WA	99301	1215		MONTANA AVE	RICHLAND	WA	99352
IRVING PASCO LLC	935 POPLAR ST SE	OLYMPIA	WA	98501	1100	SE	COLUMBIA DR		WA	
MARTINEZ ALEJANDRA & SALOMON LOYA	1201 MONTANA AVE	RICHLAND	WA	99352	1201		MONTANA AVE	RICHLAND	WA	99352-4746
MORTON JACOB	230 BATTELLE BLVD APT C-335	RICHLAND	WA	99354	1203		MONTANA AVE	RICHLAND	WA	99352-4746
WASHINGTON SECURITIES & INVESTMENT CORP	8901 W TUCANNON AVE STE 110	KENNEWICK	WA		1128		COLUMBIA PARK TRL	RICHLAND	WA	99352
YELLOWSTONE APARTMENTS LLC	1223 MONTANA AVE / 1235 MONTANA AVE	RICHLAND	WA	99352	1235		MONTANA AVE	KENNEWICK	WA	99336

Exhibit 4

CITY OF RICHLAND
PLANNING DIVISION
625 Swift Boulevard, MS-35
Richland, WA 99352
(509) 942-7794

Richland

CITY OF RICHLAND
Determination of Non-Significance (DNS)

File No.:	PLN-T1-2026-00487
Description of Proposal:	Ben Franklin Transit Accessory Structures
Proponent:	Amanda Whitehead Knutzen Engineering 5401 Ridgeline Drive, Ste 160 Kennewick, WA 99338
Location of Proposal:	1000 Columbia Park Trail
Lead Agency:	City of Richland

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

( ) There is no comment for the DNS.

( ) This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for fourteen days from the date of issuance.

(**x**) This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official:	Mike Rizzitiello
Position/Title:	Development Services Director
Address:	625 Swift Blvd., MS #35, Richland, WA 99352
Date:	August 03, 2026
Comments Due:	July 31, 2026

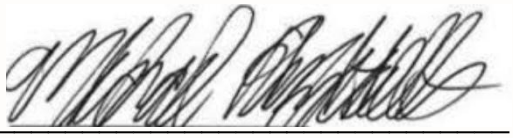
Signature 

Exhibit 5

From: Kelly,Melissa S (CONTR) <MSKelly@bpa.gov>
Sent: Thursday, July 2, 2026 9:31 AM
To: Planning
Cc: Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ
Subject: RE: 1000 Columbia Park Trail - Shoreline Substantial Development Permit

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Dear Mr. Nelson,

Bonneville Power Administration (BPA) has had the opportunity to review 1000 Columbia Park Trail.

In researching our records, we have found that this proposal will not directly impact BPA facilities approximately 0.73 miles south of the subject property. BPA does not have any objections to the approval of this request at this time.

If you have any questions or need additional information, please feel free to contact RS Info at 360-624-4767 or by email at vlconnell@bpa.gov.

Thank you for the opportunity to review this application.

Regards,
Melissa Kelly
BONNEVILLE POWER ADMINISTRATION
DEPARTMENT OF ENERGY
(CONTR) Actalent
Realty Technician 2 | Real Property Field Services | TERR/Tri-Cities-RMHQ
mskelly@bpa.gov | 509-544-4747

From: Planning <planning@ci.richland.wa.us>
Sent: Wednesday, July 1, 2026 11:21 AM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Ballard, Jennifer <jballard@richlandwa.gov>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; BFTdevelopmentreview@bft.org; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@richlandwa.gov>; Damien Hooper - BC Planning Manger <damien.hooper@co.benton.wa.us>; Davis, Deanna <d.davis@bces.wa.gov>; Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>; Deskins, John <jdeskins@richlandwa.gov>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt

<greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@richlandwa.gov>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jason McShane <jmcshane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; Kinch,James L (BPA) - TERR-BELL-1 <JLKinch@bpa.gov>; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve <skramer@richlandwa.gov>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@richlandwa.gov>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@richlandwa.gov>; Nelson, Ryan <rnelson@richlandwa.gov>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@richlandwa.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <jreathaford@richlandwa.gov>; Reed, Chase <creed@richlandwa.gov>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rizzitiello, Mike <mrizzitiello@richlandwa.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@richlandwa.gov>; Schiessl, Joe <jschiessl@richlandwa.gov>; Schluter, Shaun <sschluter@richlandwa.gov>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; Connell,Valorie L (BPA) - TERR-PASCO <VLConnell@bpa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Whittier, John <jwhittier@richlandwa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@richlandwa.gov>
Subject: 1000 Columbia Park Trail - Shoreline Substantial Development Permit

Good Morning,

Amanda Whitehead of Knutzen Engineering, on behalf of the property owner, Ben Franklin Transit, has applied for a Shoreline Management Substantial Development Permit (PLN-T2-2026-00021 & PLN-T1-2026-00487) to construct two accessory structures within the shoreline setback area of Benton County Assessor Parcel Nos. 130992000015001 and 130992000015002.

The project site is located at 1000 Columbia Park Trail, Richland, WA 99352.

Please review the attached materials relative to your agency's regulations or you may view the related materials at https://www.richlandwa.gov/business/land-use and submit any comments no later than **5:00 PM on July 31, 2026,** to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

Disclaimer: Emails and attachments sent to or from the City of Richland are public records subject to release under the Washington Public Records Act, Chapter 42.56 RCW. Sender and Recipient have no expectation of privacy in emails transmitted to or from the City of Richland.

From: Chris Sittman <CSittman@kid.org>
Sent: Tuesday, July 7, 2026 2:19 PM
To: Planning
Cc: Wendy Durado
Subject: RE: 1000 Columbia Park Trail - Shoreline Substantial Development Permit

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

KID has no comments.

Chris D. Sittman
Engineering Dept./CAD Specialist
Kennewick Irrigation District
2015 S. Ely Street
Kennewick, WA 99337
(509) 586-6012 ext. 119
Cell: (509) 873-1123

KENNEWICK IRRIGATION DISTRICT

From: Planning <planning@ci.richland.wa.us>
Sent: Wednesday, July 1, 2026 11:21 AM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Ballard, Jennifer <jballard@richlandwa.gov>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; BFTdevelopmentreview@bft.org; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@richlandwa.gov>; Damien Hooper - BC Planning Manger <damien.hooper@co.benton.wa.us>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@richlandwa.gov>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@richlandwa.gov>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jason McShane <JMcShane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; JLKinch@bpa.gov; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Development <development@kid.org>; Matthew Berglund

<MBerglund@kid.org>; Kramer, Steve <skramer@richlandwa.gov>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@richlandwa.gov>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@richlandwa.gov>; Nelson, Ryan <rnelson@richlandwa.gov>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@richlandwa.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <jreathaford@richlandwa.gov>; Reed, Chase <creed@richlandwa.gov>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rizzitiello, Mike <mrizzitiello@richlandwa.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@richlandwa.gov>; Schiessl, Joe <jschiessl@richlandwa.gov>; Schluter, Shaun <sschluter@richlandwa.gov>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth Defoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; Val Connell <vlconnell@bpa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Whittier, John <jwhittier@richlandwa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@richlandwa.gov>
Subject: 1000 Columbia Park Trail - Shoreline Substantial Development Permit

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

Amanda Whitehead of Knutzen Engineering, on behalf of the property owner, Ben Franklin Transit, has applied for a Shoreline Management Substantial Development Permit (PLN-T2-2026-00021 & PLN-T1-2026-00487) to construct two accessory structures within the shoreline setback area of Benton County Assessor Parcel Nos. 130992000015001 and 130992000015002.

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Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

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BENTON
CLEAN AIR AGENCY

July 16, 2026

Re: PLN-T2-2026-00021_PLN-T1-2026-00487

Ryan Nelson
625 Swift Blvd MS-35
Richland, WA 99352

Applicant/Proponent:
Benton Franklin Transit
1000 Columbia Park Trl.
Richland, WA 99352

Dear Mr. Nelson,

It has come to our attention that you are reviewing a proposal for paint booth facility in Richland, WA. We would like to take this opportunity to provide information to ensure that future applicants follow proper procedures for permitting a surface coating facility within Benton County.

Washington Administrative Code **(WAC) 173-400-110 New source review for sources and portable sources**, including the operations described above, may require:

(2) Approval requirements.

(a) A notice of construction application must be filed, and an order of approval must be issued by the permitting authority prior to the establishment of any new source…

Benton Clean Air Agency Regulation 1 requires that this facility must first file a Notice of Construction (NOC), submit the appropriate filing and engineering fees, and receive an approval to operate prior to operation of the source.

Thank you for the opportunity to comment on this proposal. If you have any questions, or would like further information on this subject, please contact us at (509) 783-1304.

John Lyle
Air Quality Inspector

State of Washington
Department of Fish and Wildlife
2620 North Commercial Avenue, Pasco, WA 99301
Phone: (509) 312-8117, E-mail: Troy.Maikis@dfw.wa.gov

July 23, 2026

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35
Richland, WA 99352
(509) 942-7587

Re: PLN-T2-2026-00021 & PLN-T1-2026-00487 - 1000 Columbia Park Trail Shoreline Substantial Development Permit

The Washington Department of Fish and Wildlife (WDFW) has reviewed relevant maps and documents for the proposed 1000 Columbia Park Trail Shoreline Substantial Development Permit (PLN-T2-2026-00021 & PLN-T1-2026-00487). The following comments on this permit were submitted in part with WDFW's comments on the site Critical Areas Report sent on June 25, 2026:

1. As stated in WDFW's previous comments and shown in the site photographs, the majority of the proposed work area meets WDFW definition of shrubsteppe habitat with bunchgrasses, forbs and shrubs present. In our current definition and guidelines, there is no quality stipulations as to size or quality of habitat on site. Additionally, while part of the site may be surrounded by development, the northern portion of the area is within the wildlife movement corridor of the Yakima River and adjacent areas. WDFW recommends that the shrubsteppe habitat within the parcel be considered priority habitat as defined in Richland Municipal Code (RMC) 22.10.040 and that the area within 200 feet of the shoreline be designated as a "Shoreline area" as per RMC 26.80.010.

2. As part of mitigation sequencing, and as stated previously in WDFW comments, the project should first avoid impacts to the shrubsteppe within the 200-foot shoreline area and then mitigate for the remaining loss at a 2:1 ratio. There may be some opportunities ~~on site~~ within the 200-foot area to do some localized restoration that could minimize the offsite mitigation needs for other shrubsteppe areas within the project site. The development footprint does not seem to be avoiding these areas, despite the shoreline buffer area being known prior to the project design phase. Options should be discussed to avoid some of these areas.

3. WDFW recommends avoiding the area within the 200-foot shoreline buffer, where the majority of the shrubsteppe area is located, to the greatest extent possible and utilizing that site for mitigation through preservation and restoration. The current project documents fail to demonstrate efforts toward this avoidance and mitigation as per RMC 26.20.020. As such, WDFW recommends that The City re-visit the determination of the project meeting the shoreline management policies and objectives found in RMC 26.10.013 and RMC 26.30.011.

4. WDFW is supportive of the minimization measures to avoid impacting nesting bird species on or near the site and would like to note that conducting work outside of the nesting

season (February 15 – July 31) will reduce the possibility of project delays due to wildlife concerns.

Thank you for the opportunity to comment on this project proposal and to collaboratively seek suitable strategies to conserve shrubsteppe habitat. WDFW is willing to meet with The City and/or the applicant to explore options for avoidance and restoration at this site. WDFW looks forward to working with the City of Richland on this project to ensure the best outcome for the city, its residents, and our local wildlife.

Sincerely,

Troy Maikis
Area Habitat Biologist; Benton and Franklin Counties
Washington Department of Fish & Wildlife
2620 Commercial Ave
Pasco, WA 99301
(509) 312-8117
Troy.Maikis@dfw.wa.gov

cc: Daniel Didricksen, WDFW Habitat Program Manager, Region 3, Yakima
Scott Downes, Fish & Wildlife Habitat Regional Land Use Lead, Region 3, Yakima

Washington State Department of Transportation

South Central Region
2809 Rudkin Road
Union Gap, WA 98903-1648
509-577-1600 / FAX: 509-577-1603
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 28, 2026

City of Richland Planning Division
625 Swift Blvd.
Richland, WA 99352

Attn: Ryan Nelson, Senior Planner

RE: PLN-T1-2026-00021 & PLN-T1-2026-00487- 1000 Columbia Park Trail
SR 240, milepost 37.00 vicinity

We have reviewed the proposed project and have the following comments.

- The subject property is adjacent to State Route 240 (SR 240), a fully controlled limited access facility with a posted speed limit of 60 miles per hour. WSDOT has acquired all access rights to the highway and Columbia Park Trail from the subject property. Access to the Ben Franklin Transit facility is currently via two accesses along Columbia Park Trail. These accesses are valid for the proposed use and may continue to be used. No additional accesses will be allowed.

- Stormwater and surface runoff generated by this project must be retained and treated on site in accordance with regulating agencies' standards and not be allowed to flow onto WSDOT rights-of-way.

- Any utility, or utility connection, proposed in WSDOT rights-of-way must be coordinated with the South Central Region Utilities office prior to beginning any work. The proponent can contact Jason Harris, for specifics. He can be reached at (509) 577-1703.

- Any proposed lighting must be directed down towards the site, and away from SR 240.

- Any signs that may be proposed as part of this project will need to comply with the state Scenic Vistas Act of 1971 (RCW 47.42 and WAC 468-66). The applicant should contact Tanya Joblonski of the WSDOT Headquarters Traffic Office for specifics. She can be reached at (360) 705-7294.

Thank you for the opportunity to review and comment on this proposal. If you have any questions regarding this letter, please contact Jacob Prilucik at (509) 577-1635.

Sincerely,

Stephen P. (Phil) Nugent
Region Planning Manager

SPN: jjp/akh

cc: SR 240, File #2026_001
Jason Harris, Utilities Engineer

STATE OF WASHINGTON

DEPARTMENT OF ECOLOGY

Central Region Office

1250 West Alder St., Union Gap, WA 98903-0009 • 509-575-2490

July 30, 2026

Ryan Nelson
City of Richland
625 Swift Blvd.
Richland, WA 99352

RE: ECY 202602777; PLN-T2-2026-00021, PLN-T1-2026-00487

Dear Ryan Nelson:

Thank you for the opportunity to comment during the Optional Determination of Nonsignificance process for the Ben Franklin Transit Accessory Structures. We have reviewed the documents and have the following comments.

Toxics Cleanup Program

Ecology has identified documented diesel-range petroleum contamination on this property. The proposed accessory structure (paint spray room building) is located in close proximity to monitoring wells MW6 and MW13, both of which contain diesel concentrations above MTCA Cleanup Levels.

Because the planned construction may create exposure pathways, Ecology recommends that the applicant coordinate with Department of Ecology prior to construction. Early consultation will help ensure the project activities do not result in the disturbance, exposure, or spread of contamination.

Please contact Tavi.wise@ecy.wa.gov for any questions.

Water Quality Program

Project with Potential to Discharge Off-Site

If your project anticipates disturbing ground with the potential for stormwater discharge off-site, the NPDES Construction Stormwater General Permit is recommended. This

permit requires that the SEPA checklist fully disclose anticipated activities including building, road construction and utility placements. Obtaining a permit may take 38-60 days.

The permit requires that a Stormwater Pollution Prevention Plan (Erosion Sediment Control Plan) shall be prepared and implemented for all permitted construction sites. These control measures must be able to prevent soil from being carried into surface water and storm drains by stormwater runoff. Permit coverage and erosion control measures must be in place prior to any clearing, grading, or construction.

In the event that an unpermitted Stormwater discharge does occur off-site, it is a violation of Chapter 90.48 RCW, Water Pollution Control and is subject to enforcement action.

More information on the stormwater program may be found on Ecology's stormwater website. Please submit an application or contact **Lloyd Stevens Jr.** at the Dept. of Ecology, (509) 571-3866, with questions about this permit.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

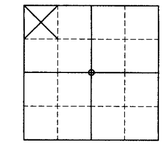
Sincerely,

Amber Johnson
SEPA Coordinator
Central Region Office
509-723-5677
crosepa@ecy.wa.gov

RECORD OF SURVEY FOR PARCEL COMBINATION

A PORTION OF THE NW 1/4 OF THE NW 1/4 (GOV. LOT 5) OF SECTION 30, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., CITY OF RICHLAND, BENTON COUNTY, WASHINGTON.

SECTION INDEX
S 30, T 9 N, R 29 E, WM
BENTON COUNTY, WA



LEGAL DESCRIPTION EXISTING

CHICAGO TITLE INSURANCE COMPANY
ORDER NO. 62242100922 DATED MARCH 12, 2021

PARCEL A: (130992000013000)
THAT PORTION OF THE EAST SIX ACRES OF GOVERNMENT LOT 5, SECTION 30, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON, LYING SOUTH OF THE U.S. TAKING LINE FOR MCNARY RESERVOIR; EXCEPT THAT PORTION THEREOF LYING SOUTH OF A LINE DRAWN PARALLEL TO AND 560.8 FEET NORTHERLY FROM THE CENTERLINE OF STATE HIGHWAY NO. 3 AS THE SAME EXISTED ON DECEMBER 6, 1955; AND EXCEPT ANY PORTION DEEDED TO THE STATE OF WASHINGTON BY QUIT CLAIM DEED RECORDED JULY 21, 2004 UNDER AUDITOR'S FILE NO. 2004–025933. TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS OVER THE WEST 15 FEET OF THE SOUTH 560.8 FEET, AS MEASURED NORTHERLY FROM THE CENTERLINE OF STATE HIGHWAY NO. 3, OF SAID EAST SIX ACRES OF GOVERNMENT LOT 5.

PARCEL B: (130992000014000)
THE EAST 6 ACRES OF GOVERNMENT LOT 5, SECTION 30, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON. EXCEPT ANY PORTION THEREOF LYING NORTH OF A LINE DRAWN PARALLEL TO AND 560.8 FEET NORTHERLY FROM THE CENTERLINE OF STATE HIGHWAY NO. 3, AS SAME EXISTED ON DECEMBER 6, 1956. AND EXCEPT PORTION CONVEYED TO THE STATE OF WASHINGTON BY INSTRUMENT RECORDED OCTOBER 20, 1925 AND MAY 5, 1944, UNDER AUDITOR'S FILE NOS. 94581 AND 187206. AND EXCEPT ANY PORTION DEEDED TO THE STATE OF WASHINGTON BY QUIT CLAIM DEED RECORDED JULY 21, 2004 UNDER AUDITOR'S FILE NO. 2004–025933.

PARCEL C: (130992000015001)
GOVERNMENT LOT 5, SECTION 30, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON; EXCEPT THE EAST 6 ACRES THEREOF; AND EXCEPT THAT PORTION LYING SOUTH AND WEST OF THE NORTH LINE OF PRIMARY STATE HIGHWAY NO. 3, ALSO KNOWN AS INLAND HIGHWAY; AND ALSO EXCEPT THAT PORTION ACQUIRED BY THE UNITED STATES OF AMERICA UNDER DECLARATION OF TAKING DATED JULY 13, 1951, FILED IN DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF WASHINGTON, SOUTHERN DIVISION, CASE NO. 580. AND ALSO EXCEPT THAT PORTION LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 5; THENCE SOUTH 89°17'06" EAST, ALONG THE SOUTH LINE OF GOVERNMENT LOT 5, FOR 319.69 FEET; THENCE NORTH 09°41'54" WEST FOR 178.07 FEET TO THE NORTH RIGHT OF WAY MARGIN OF THE INLAND HIGHWAY AND THE TRUE POINT OF BEGINNING OF THE HEREINAFTER DESCRIBED LINE; THENCE NORTH 09°41'54" WEST FOR 350.57 FEET TO THE SOUTH LINE OF SAID DECLARATION OF TAKING AND THE TERMINUS OF SAID DESCRIBED LINE. AND EXCEPT ANY PORTION DEEDED TO THE STATE OF WASHINGTON BY QUIT CLAIM DEED RECORDED JULY 21, 2004 UNDER AUDITOR'S FILE NO. 2004–025933.

PARCEL D: (130992000015002)
THAT PORTION OF GOVERNMENT LOT 5, SECTION 30, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON, LYING SOUTHERLY OF THE U.S. TAKING LINE FOR THE MCNARY RESERVOIR, AS ACQUIRED BY THE UNITED STATES OF AMERICA UNDER DECLARATION OF TAKING DATED JULY 13, 1951, FILED IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF WASHINGTON, SOUTHERN DIVISION, CASE NO. 580; EXCEPT THAT PORTION THEREOF LYING SOUTH AND WEST OF THE NORTH LINE OF PRIMARY STATE HIGHWAY NO. 3, ALSO KNOWN AS INLAND HIGHWAY; AND ALSO EXCEPT THAT PORTION LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 5; THENCE SOUTH 89°17'06" EAST, ALONG THE SOUTH LINE OF GOVERNMENT LOT 5, FOR 319.69 FEET; THENCE NORTH 09°41'54" WEST FOR 178.07 FEET TO THE NORTH RIGHT OF WAY MARGIN OF THE INLAND HIGHWAY AND THE TRUE POINT OF BEGINNING OF THE HEREINAFTER DESCRIBED LINE; THENCE NORTH 09°41'54" WEST FOR 350.57 FEET TO THE SOUTH LINE OF SAID DECLARATION OF TAKING AND THE TERMINUS OF SAID DESCRIBED LINE. AND EXCEPT ANY PORTION DEEDED TO THE STATE OF WASHINGTON BY QUIT CLAIM DEED RECORDED JULY 21, 2004 UNDER AUDITOR'S FILE NO. 2004–02593.

LEGAL DESCRIPTION MERGED

LOCATED IN THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER (GOVERNMENT LOT 5) OF SECTION 30, TOWNSHIP 9 NORTH, RANGE 29 EAST OF THE WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 5, MONUMENTED WITH A WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) ALUMINUM CAP, THENCE NORTH 0°12'31" EAST ALONG THE WEST LINE THEREOF A DISTANCE OF 531.42 FEET TO THE INTERSECTION WITH THE UNITED STATES ARMY CORPS OF ENGINEERS (USCOE) BOUNDARY, MONUMENTED WITH A BRASS CAP STAMPED "X–336", BEING THE TRUE POINT OF BEGINNING;

THENCE SOUTH 0°12'31" WEST ALONG THE WEST LINE OF SAID LOT 5 A DISTANCE OF 47.02 FEET TO THE WSDOT RIGHT OF WAY ESTABLISHED BY QUIT CLAIM DEED RECORDED UNDER AUDITOR'S FILE NUMBER 2004–025933, RECORDS OF BENTON COUNTY; THENCE ALONG SAID RIGHT OF WAY FOR THE FOLLOWING COURSES: SOUTH 33°19'35" EAST A DISTANCE OF 210.51 TO A POINT ON THE ARC OF A 600.00 FOOT RADIUS NON–TANGENT CURVE CONCAVE TO THE NORTHEAST, HAVING A CHORD THAT BEARS SOUTH 58°46'57" EAST A DISTANCE OF 355.83; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 34°29'52" AND AN ARC DISTANCE OF 361.26 FEET TO A POINT OF CUSP WITH THE ARC OF A 800.00 FOOT RADIUS NON–TANGENT CURVE CONCAVE TO THE NORTH, HAVING A CHORD THAT BEARS SOUTH 77°20'37" EAST A DISTANCE OF 229.52 FEET; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16°29'41" AND AN ARC DISTANCE OF 230.31 FEET; THENCE SOUTH 89°20'19" EAST A DISTANCE OF 119.02 FEET; THENCE SOUTH 0°43'01" WEST A DISTANCE OF 10.00 FEET; THENCE SOUTH 89°03'38" EAST A DISTANCE OF 128.70 FEET; THENCE NORTH 46°58'25" EAST A DISTANCE OF 46.74 FEET; THENCE NORTH 0°43'01" EAST A DISTANCE OF 57.85 FEET; SOUTH 89°16'59" EAST A DISTANCE OF 60.00 FEET; THENCE SOUTH 0°43'01" WEST A DISTANCE OF 57.85 FEET; THENCE SOUTH 46°28'56" EAST A DISTANCE OF 48.10 FEET; THENCE SOUTH 89°05'13" EAST A DISTANCE OF 267.00 FEET TO THE EAST LINE OF SAID LOT 5; THENCE LEAVING SAID RIGHT OF WAY ALONG THE EAST LINE OF SAID LOT 5 NORTH 0°00'32" EAST A DISTANCE OF 677.27 FEET TO THE USCOE BOUNDARY; THENCE ALONG THE SAID USCOE BOUNDARY THE FOLLOWING COURSES: SOUTH 82°13'55" WEST A DISTANCE OF 299.11 FEET TO USCOE MONUMENT STAMPED "X 336–13"; THENCE SOUTH 82°22'18" WEST A DISTANCE OF 100.25 FEET; THENCE SOUTH 82°13'07" WEST A DISTANCE OF 54.16 FEET; THENCE SOUTH 78°44'31" WEST A DISTANCE OF 44.50 FEET; THENCE NORTH 14°55'52" WEST A DISTANCE OF 60.42 FEET; THENCE SOUTH 68°51'04" WEST A DISTANCE OF 92.85 FEET; THENCE SOUTH 62°55'11" WEST A DISTANCE OF 279.53 FEET; THENCE SOUTH 78°54'19" WEST A DISTANCE OF 239.23 FEET; THENCE NORTH 65°00'08" WEST A DISTANCE OF 209.37 FEET TO THE SAID TRUE POINT OF BEGINNING.

CONTAINING APPROXIMATELY 14.55 ACRES

BASIS OF BEARING

NAD 1983/11
WASHINGTON STATE PLANE SOUTH PROJECTION, BASED ON GPS OBSERVATIONS USING WSRN AND GEOID 2012A. UNITS OF MEASUREMENT ARE US SURVEY FEET.

VERIFIED AGAINST CITY OF RICHLAND 2051 AND 2054

REFERENCES

1. ROS# 1604 AFN: 1992–028067
2. ROS# 826 AFN: S0826
3. ROS# 4287 AFN: 2012–013090
4. RICHLAND WYE INTERCHANGE TO COLUMBIA CENTER BLVD. SHEET 2 OF 4.DATED AUGUST 23, 2002

Copy
Unofficial

DWN. BY	DATE
ADM	03/18/2026
CHKD. BY	JOB NO.
TAD	2250092.54

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 27th DAY OF April, 2026
AT 13 MINUTES PAST 9 A M., RECORDS OF BENTON
COUNTY AUDITOR, WASHINGTON.
Brenda Chilton by Staub (County) 2026-009903
BENTON COUNTY AUDITOR — RECORDING NUMBER
B:01 P:0276 — Staub
FEE — BY

2026-009903 B: 01 P: 6276 SUR
04/27/2026 09:13:35 AM Pages: 2 Fee: $428.50
Ahbl
Benton County, Benton County Auditor's Office

SURVEY FOR

BEN FRANKLIN TRANSIT
1000 COLUMBIA PARK TRAIL,
RICHLAND, WA 99352

EQUIPMENT USED

3" TOTAL STATION USING STANDARD FIELD TRAVERSE METHODS FOR CONTROL AND STAKING. TOPCON GR5 UTILIZING WASHINGTON STATE REFERENCE NETWORK (WSRN)

SURVEYOR'S CERTIFICATE

I, TYLER A. DUNCAN, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON, HEREBY CERTIFY THAT THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION IN MARCH, 2026, IN COMPLIANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT, CHAPTER 58.09 R.C.W. AND 332–130 W.A.C., AT THE REQUEST OF BEN FRANKLIN TRANSIT.

4-6-26
TYLER A. DUNCAN, PLS 23029088 — DATE

TYLER ANTHONY DUNCAN
STATE OF WASHINGTON
23029088
REGISTERED
PROFESSIONAL LAND SURVEYOR
4-6-26

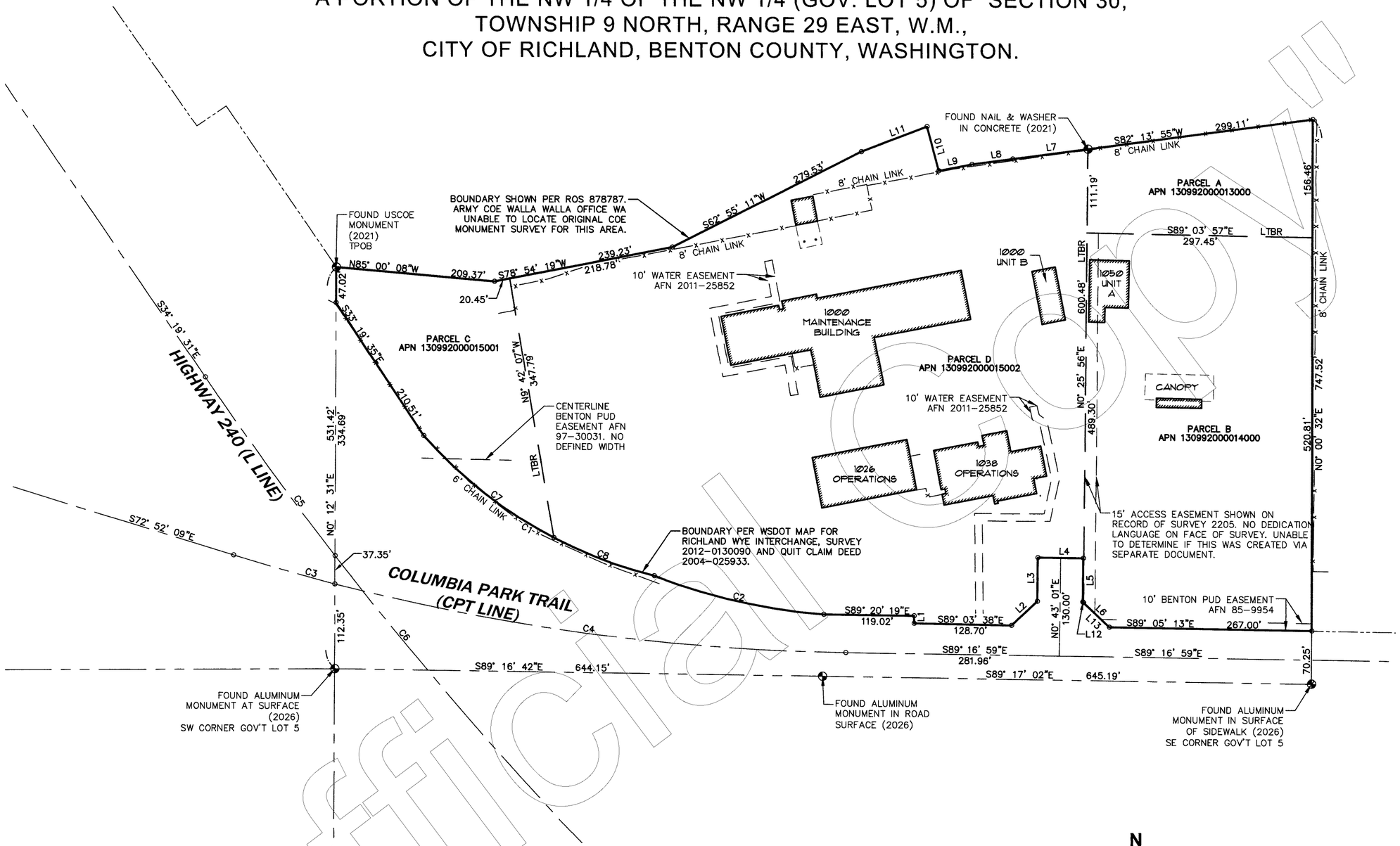
AHBL
TACOMA · SEATTLE · SPOKANE · TRI-CITIES

5804 Road 90, Suite H Pasco, WA 99301
509.380.5883 TEL 253.383.2572 FAX www.ahbl.com WEB

RECORD OF SURVEY FOR PARCEL COMBINATION

A PORTION OF THE NW 1/4 OF THE NW 1/4 (GOV. LOT 5) OF SECTION 30, TOWNSHIP 9 NORTH, RANGE 29 EAST, W.M., CITY OF RICHLAND, BENTON COUNTY, WASHINGTON.

SHEET 2 OF 2



LEGEND

- FOUND MONUMENT AS NOTED
- CALCULATED, NOT FOUND OR SET
- BOUNDARY LINE
- EASEMENT LINE
- FENCE LINE
- LTRB — LINE TO BE REMOVED

LINE TABLE

LINE #	LENGTH	DIRECTION
L1	10.00	S0° 43' 01"W
L2	46.74	N46° 58' 25"E
L3	57.85	N0° 43' 01"E
L4	60.00	S89° 16' 59"E
L5	57.85	S0° 43' 01"W
L6	48.10	S46° 28' 56"E
L7	100.25	S82° 22' 18"W
L8	54.16	S82° 13' 07"W
L9	44.50	S78° 44' 31"W
L10	60.42	N14° 55' 52"W
L11	92.85	S68° 51' 04"W
L12	1.45	S46° 28' 56"E
L13	46.65	S46° 28' 56"E

CURVE TABLE

CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	361.26	600.00	34°29'52"	S58° 46' 57"E	355.83
C2	230.31	800.00	16°29'41"	S77° 20' 37"E	229.52
C3	139.12	2865.00	2°46'56"	S74° 15' 37"E	139.11
C4	681.63	2865.00	13°37'54"	S82° 28' 02"E	680.03
C5	291.67	4875.00	3°25'41"	S36° 02' 22"E	291.63
C6	763.15	4875.00	8°58'09"	S42° 14' 17"E	762.37
C7	219.20	600.00	20°55'54"	S51° 59' 59"E	217.98
C8	142.06	600.00	13°33'58"	S69° 14' 55"E	141.73

N

GRAPHIC SCALE

0 50 100 200 FEET

1" = 100 FEET

DWN. BY	DATE
ADM	03/18/2026
CHKD. BY	JOB NO.
TAD	2250092.54

TYLER ANTHONY DUNCAN — STATE OF WASHINGTON — 23029088 — REGISTERED PROFESSIONAL LAND SURVEYOR

4-6-26

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509.380.5883 TEL 253.383.2572 FAX www.ahbl.com WEB

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HEARING EXAMINER AGENDA ITEM STAFF REPORT

Meeting Date: 8/10/2026 Agenda Category: New Business - Public Hearing

Prepared By: Ryan Nelson, Planner

Subject

PLN-T2-2026-00023 & PLN-T1-2026-00465 - 3420 George Washington Way - Shoreline Substantial Development Permit (SSDP)

Department/Office

Development Services

Document Type

Hearing Examiner Item

Recommended Motion

Approval.

Summary

Jessica Ngo of PND Engineers Inc, on behalf of the property owner, Port of Benton, has applied for a Shoreline Management Substantial Development to deploy zero emission shore-side power infrastructure and expand existing mooring capacity at the High Dock. The proposed project has been determined to be consistent with the City of Richland's Title 23 – Zoning, Title 26 – Shoreline Management, and Chapter 22.10 – Critical Area Ordinance.

Fiscal Impact

None.

Attachments

1. PLN-T2-2026-00023 & PLN-T1-2026-00465 - Full Staff Report

CITY OF RICHLAND
PLANNING DIVISION
625 Swift Boulevard, MS-35
Richland, WA 99352
(509) 942-7794

CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION STAFF REPORT TO THE HEARING EXAMINER

GENERAL INFORMATION

Proposal Name:	Port of Benton High Dock Expansion
Location:	3420 George Washington Way
File Number:	PLN-T2-2026-00023 & PLN-T1-2026-00465
Applicant:	Jessica Ngo of PND Engineers Inc.
Property Owner:	Port of Benton
Project Description:	To deploy zero emission shore-side power infrastructure and expand existing mooring capacity at the High Dock.
Project Type:	Shoreline Substantial Development Permit
Hearing Date:	August 10, 2026
Prepared By:	Ryan Nelson, Senior Planner
Recommended Action:	Approval

Figure 1 – Vicinity Map

Description of Proposal

On behalf of the Port of Benton, Jessica Ngo of PND Engineers Inc., has applied for a Shoreline Substantial Development Permit to request for deployment of zero emission shore-side power infrastructure and expand the existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers and to accommodate additional vessels.

The construction will utilize both land-based and barge-mounted equipment. Selective demolition of the existing site will occur.

Site Description

The project site is located at the eastern terminus of 13th Street and east of C Avenue at the northeastern edge of the City.

Zoning

As indicated below, the project site is split between the Parks and Public Facilities (PPF) and the Medium Industrial (I-M) zoning districts, as shown in Figure 2.

Current Zoning Designations

Parcel Number	Current Zoning
114084000001000	Parks and Public Facilities (PPF) and Medium Industrial (I-M)

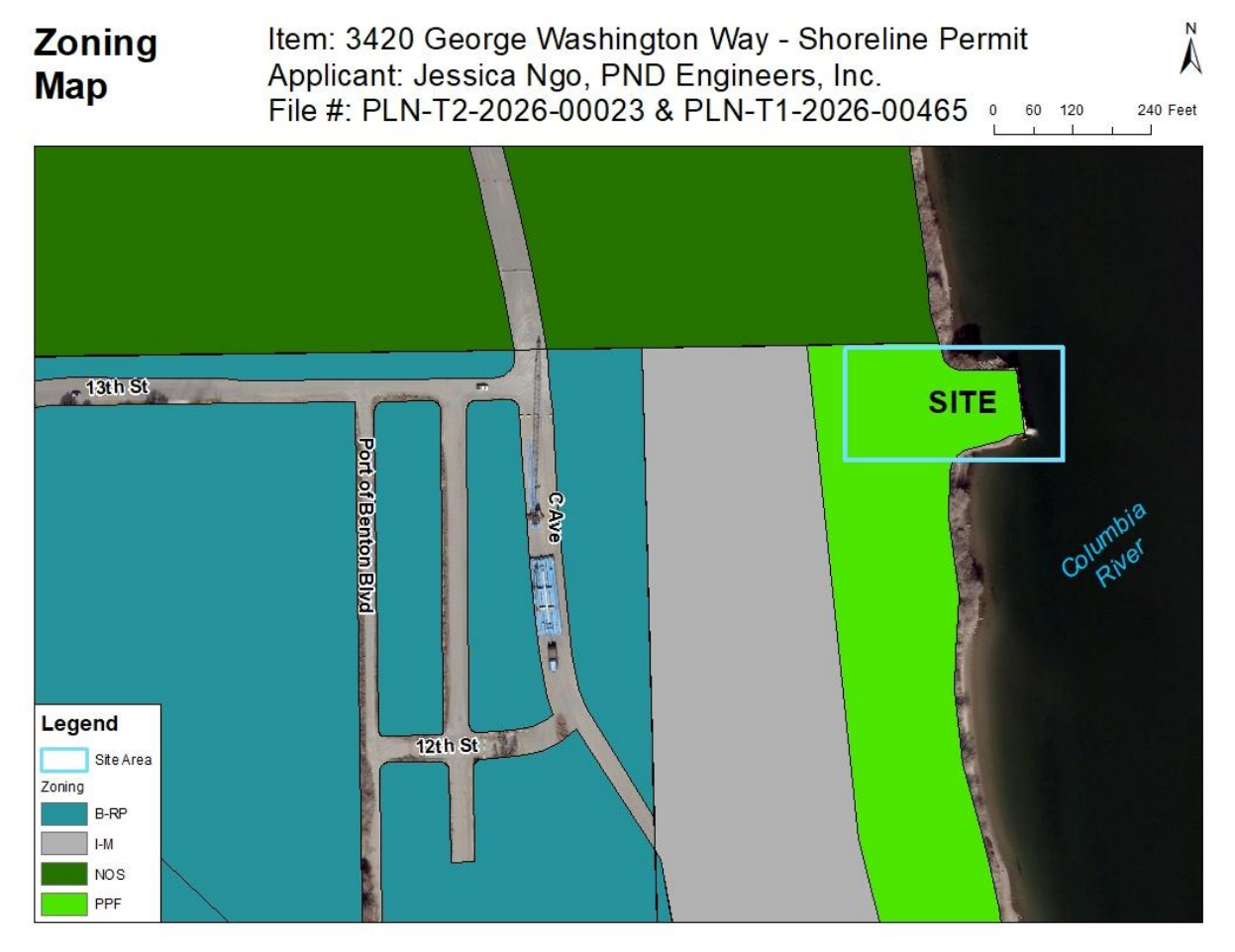


Figure 2 – Zoning Map

RMC Chapter 23.30.010 – Purpose of public use districts.

A. The parks and public facilities district (PPF) is a special use classification intended to provide areas for the retention of public lands necessary for open spaces, parks, playgrounds, trails and structures designed for public recreation and to provide areas for the location of buildings and structures for public education, recreation and other public and semi-public uses. This zoning classification is intended to be applied to those portions of the city that are designated as developed open space and public facility under the city of Richland comprehensive plan.

RMC Chapter 23.30.020 – Public use districts permitted land uses

In the following chart, land use classifications are listed on the vertical axis. Zoning districts are listed on the horizontal axis.

A. If the symbol "P" appears in the box at the intersection of the column and row, the use is permitted, subject to the general requirements and performance standards required in that zoning district.

Land Use	PPF
Boat Mooring Facilities	P

RMC Chapter 23.30.030 – Site requirements for public use districts

A. A lot in a parks and public facilities district shall have at least an area sufficient to satisfy the requirements for minimum yard and off-street parking as required by this title.

B. The minimum yard requirements in the parks and public facilities district shall be the same as those in the adjacent zone district. Where there is more than one zone district adjacent to the parks and public facilities zone district, the yard requirement in the parks and public facilities district shall be the same as the one in the adjacent zone having the most compatible setback requirement.

C. In the following chart, development standards are listed on the vertical axis. Zoning districts are listed on the horizontal axis. The number appearing in the box at the intersection of the column and row represents the dimensional standard that applies to that zoning district.

Standard	PPF
Maximum Building Height – Main Building	55 feet

RMC Chapter 23.30.040 – Parking standards for public use districts

Off-street parking space shall be provided in parks and public facilities zones in compliance with the requirements of Chapter 23.54 RMC.

Off-street parking space shall be provided in the university district zone in general compliance with the requirements of Chapter 23.54 RMC where such uses can be identified. The parking requirements shall consider the nature of the campus and recognize that some uses may require different parking quantities than those strictly defined in Chapter 23.54 RMC. Parking requirements shall be reviewed by the City's planning manager and be established to provide the most compatible parking requirement considering the full array of campus parking options.

RMC Chapter 23.26.010 – Purpose of industrial use districts.

A. The medium industrial use district (I-M) is a zone providing for limited manufacturing, assembly, warehousing and distribution operations and retail and wholesale sales of products manufactured on the premises or products allied thereto; and administrative and research and development facilities for science-related activities and commercial uses that are supportive and compatible with other uses allowed in the district. Regulations are intended to prevent frictions between uses within the district, and also to protect nearby residential districts.

This zoning classification is intended to be applied to some portions of the city that are designated industrial under the city of Richland comprehensive plan..

RMC Chapter 23.26.020 – Industrial performance standards and special requirements.

A. I-M – Medium Industrial and M-2 – Heavy Manufacturing. The maximum permissible limits of the detrimental effects specified in this chapter shall be as defined in this section:

1. Smoke. The emission of smoke or particulate matter of a density greater than No. 2 on the Ringlemann Chart as published by the U.S. Bureau of Mines is prohibited, except that Ringlemann No. 3 will be permitted for three minutes during any eight-hour period for the purpose of building fires or soot blowing.

2. Dust and Other Particulate Matter. The total net rate of emission from all sources within the boundaries of a lot in the I-M or M-2 district shall not exceed one pound per acre of lot area during any one hour. The emission from all sources within any lot area of particulate matter containing more than 10 percent by weight of particles having a diameter larger than 44 microns is prohibited. Dust and other types of air pollution carried by a wind from such sources as storage yards, piled materials, yards, roads, etc., shall be included in particulate matter measurements and limitations, and shall be kept to a minimum by appropriate screening, design, landscaping, paving, oiling, sprinkling, or other acceptable means. Measurements shall be taken at the source of the emission.

3. Method of Measuring Emission of Particulate Matter from All Sources. Determination of the total net rate of emission of all particulate matter within the boundaries of any lot shall be made as follows:

    a. Determine maximum emission in pounds per hour from each source of emission and divide this figure by acres of lot area, obtaining the gross hourly rate of emission in pounds per acre.

    b. For each gross hourly rate of emission, deduct the height of emission correction factor from the following table, interpolating as necessary for heights not given:

ALLOWANCE FOR HEIGHT OF EMISSION	
Height of Emission Above Grade (feet)	**Correction Pounds per Hour per Acre**
50	0.01
100	0.06
150	0.10
200	0.16
300	0.30
400	0.50

The result is the net hourly rate of emission in pounds per acre from each source of emission.

Adding together individual net rates of emission gives the total net rate of emission from all sources of emission within the boundaries of the lot.

4. Noise. In the I-M and M-2 districts, the sound pressure level resulting from any activity shall not exceed the maximum decibel level set forth in Chapter 173-60 WAC, Maximum Environmental Noise Levels for Class C Industrial Zones.

5. Vibration. Every use shall be so operated that the ground vibration inherently and recurrently generated from equipment other than vehicles is not perceptible without instruments at any point on or beyond any lot line of the property on which the use is located.

6. Odor. All measurements of odor for purposes of this standard shall be made according to the "dilution method" as prescribed in ASTM D1391-57. The following odor restrictions apply to this medium industrial use district:

    a. At the district boundary, the odor from any source within the district must not exceed one odor unit per cubic foot, as measured by the procedures in ASTM D1391-57.

    b. Within the district, the odor from any source within a given property or lot must not exceed 10 odor units per cubic foot at the boundary of the property, again measured by the procedures in ASTM D1391-57, except that uses existing prior to the effective date of the ordinance codified in this chapter shall be required to comply with only this subsection (A)(6)(b).

        For the purposes of estimating the dilution of odors by the atmosphere between their point of origin and either the property boundary or the district boundary, the method of Pasquill ("The Estimation of the Dispersion of Windborne Material," Meteorol. Mag., 90, 1063, 33-49, 1961) as modified by Gifford ("Uses of Routine Meteorological Observations for Estimating Atmospheric Dispersion," Nuclear Safety, 2, 47-51, 1961) shall be used.

        The atmospheric conditions to be assumed for this calculation are:
        i. Stability Category F, moderately stable air;
        ii. Surface wind speed of one meter/second (about two mph).

    A procedure and necessary graphs for making this estimate are given in D. Bruce Turner's "Workbook of Atmospheric Dispersion

Estimates," Dept. HEW, Environmental Health Series, Public Health Service Publication No. 999-AP-26, Revised 1969.

7. Toxic and Noxious Gases. No emission which would be demonstrably injurious to human health, animals or plant life common to the region, on the ground at or beyond any lot line on which the use is located will be permitted. Where such emission could be produced as a result of accident or equipment malfunction, adequate safeguards standard for safe operation in the industry involved shall be taken. This shall not be construed to prohibit spraying of pesticides on public or private property.

8. Heat, Glare and Humidity (Steam). In the I-M or M-2 districts any activity producing humidity in the form of steam or moist air, or producing heat or glare shall be carried on in such a manner that the heat, glare or humidity is not perceptible at any lot line on which the use is located. Building materials with high light reflective qualities shall not be used in the construction of buildings in such a manner that reflected sunlight will throw intense glare on areas surrounding the I-M or M-2 district. Artificial lighting shall be hooded or shaded so that direct light of high intensity lamps will not result in glare when viewed from areas surrounding the I-M or M-2 district.

9. Industrial Wastes. The disposal of industrial wastes shall be subject to the regulations of the state Health Department and shall comply with the requirements of the Washington Pollution Control Commission.

10. Industrial Wastes. The disposal of industrial wastes shall be subject to the regulations of the state Health Department and shall comply with the requirements of the Washington Pollution Control Commission.

<u>RMC Chapter 23.26.025 – Enforcement of performance standards.</u>
It is the intent of this section that:

A. If in the opinion of the administrative official a violation of the performance standards in RMC § 23.26.020 has occurred, the administrative official shall send a written notice of the violation to the owners of the property and the manager of the operation involved by certified mail. The manager or responsible person shall have 30 days to correct the violation, unless in the opinion of the administrative official there is imminent peril to the life and property of persons adjacent to the alleged violation, in which case the violation shall be corrected immediately.

B. Where determinations of violation can be made by the administrative official using equipment normally available to the city or obtainable without extraordinary expense, such determination shall be so made before notice of violation is issued.

C. Where technical complexity or extraordinary expense make it unreasonable for the city to maintain the personnel or equipment necessary to make the determination of violation, then the city shall call in properly qualified experts to make the

determination. If expert findings indicate a violation of the performance standards, the costs of the determination shall be assessed against the properties or persons responsible for the violation in addition to the other penalties prescribed by this title. If no violation is found, cost of the determination shall be paid entirely by the city.

RMC Chapter 23.26.030 – Industrial use districts permitted land uses.
This section is not applicable, as the project site is within the Parks and Public Facilities zoning district.

RMC Chapter 23.22.040 – Site requirements for industrial use districts.

Standard	I-M
Minimum Lot Area	None
Minimum Front Yard Setback	0 feet[1]
Minimum Side Yard Setback	None
Minimum Rear Yard Setback	None
Maximum Building Height – Main Building	55 feet[2]

1. No setback required if street right-of-way is at least 80 feet in width. Otherwise, a minimum setback of 40 feet from street centerline is required
2. Except as otherwise provided in this section, the maximum building height in the I-M district shall be 55 feet:
    a. Any building or structure located within 300 feet of any residential use district shall be limited to 24 feet in height.
    b. Any building further than 300 feet but less than 600 feet from districts described in note (2)(a) of this section shall not exceed 55 feet in height.
    c. Except as provided in notes (2)(a) and (b) of this section, buildings may exceed the maximum height in accordance with the provisions of RMC § 23.38.090.

RMC Chapter 23.22.050 – Parking standards for industrial use districts.
Off-street parking space shall be provided in all industrial zones in compliance with the requirements of Chapter 23.54 RMC.

RMC Chapter 23.22.060 – Landscaping standards for industrial use districts.
This section is not applicable, as the project site is within the Parks and Public Facilities zoning district.

Comprehensive Plan Land Use Designations
The Comprehensive Plan designates the project site is split between the Developed Open Space (DOS) and the Industrial (IND) Land Use Designations, as shown in Figure 3.

Current Land Use Designations

Parcel Number	Current Land Use
114084000001000	Developed Open Space (DOS) and Industrial (IND)

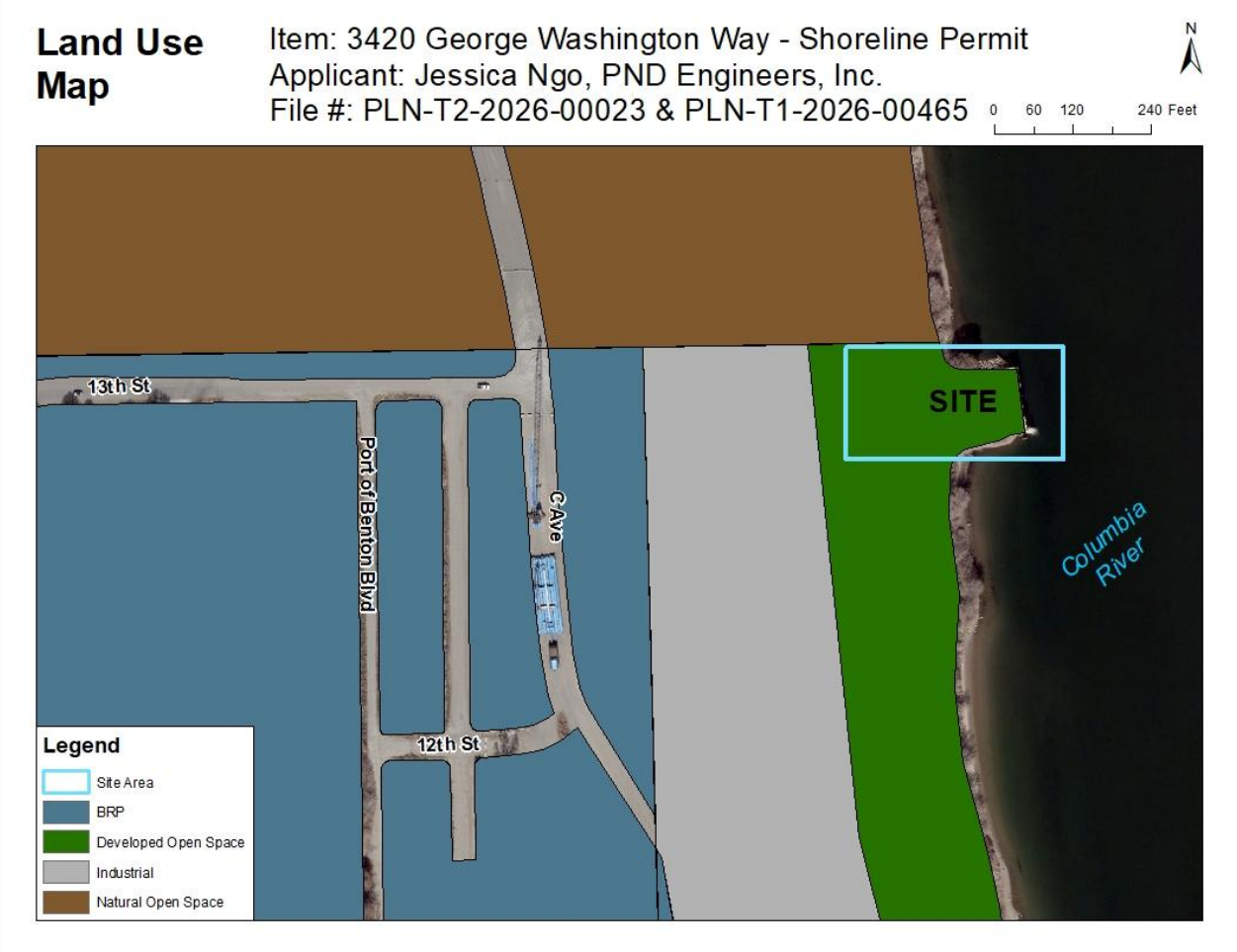


Figure 3 - Comprehensive Plan Land Use Designations

Furthermore, the project site helps to implement the following goals and policies of the 2017 Comprehensive Plan:

Community Goal 10: Achieve a diversified mix of private industry and commerce capable of supporting a strong and growing economy.

Natural Environment Goal 1: Promote the protection, conservation, and restoration of natural areas, shorelines, and critical areas as unique assets to the community, and provide public access for enjoyment of such facilities based on the ability of the resource to support the use.

- Policy 2: Consider the goals and policies of the SMP as part of this Comprehensive Plan. Encourage development of water-oriented recreational, cultural, and commercial facilities in certain Columbia River locations, consistent with the SMP and its criteria for no net loss of ecological functions to enhance and diversify Richland's community recreational resources and its attractiveness to tourists.

Historic Preservation Goal 1: Preserve significant historic structures, districts, and cultural resources that are unique to Richland.

- Policy 2: Coordinate with local tribes, federal, state and local agencies to protect historic and cultural resources.

Urban Design Goal 1: Development through appropriate design, should protect natural features such as rivers, shorelines, ridgelines, steep slopes, and archeological and historical resources.

- Policy 1: Development should be sensitive to existing topography and landscape, and should minimize environmental impacts.

Transportation Element Goal 1: Provide an efficient and multimodal transportation network including road, trail, rail, water, and air, to support the City's land use vision and existing needs.

- Policy 6: Plan transportation facilities that are compatible with adjacent land uses.

Utilities

Electrical and irrigation services, as shown in Figure 4, are in place and have adequate capacity to supply the proposed project.

Figure 4 – Utility Map

Transportation & Access

There is access to the project site from George Washington Way, via 13th Street to the west and a Class I trail to the southwest, as shown in Figure 5. Furthermore, there is public transit nearby along George Washington Way and is served by Ben Franklin Transit Routes 26 and 27x.

Figure 5 – Transportation Map

Easements

There are easements on site, as shown in Figure 6, and additional easements may need to be created or adjusted to serve the project area as needed.

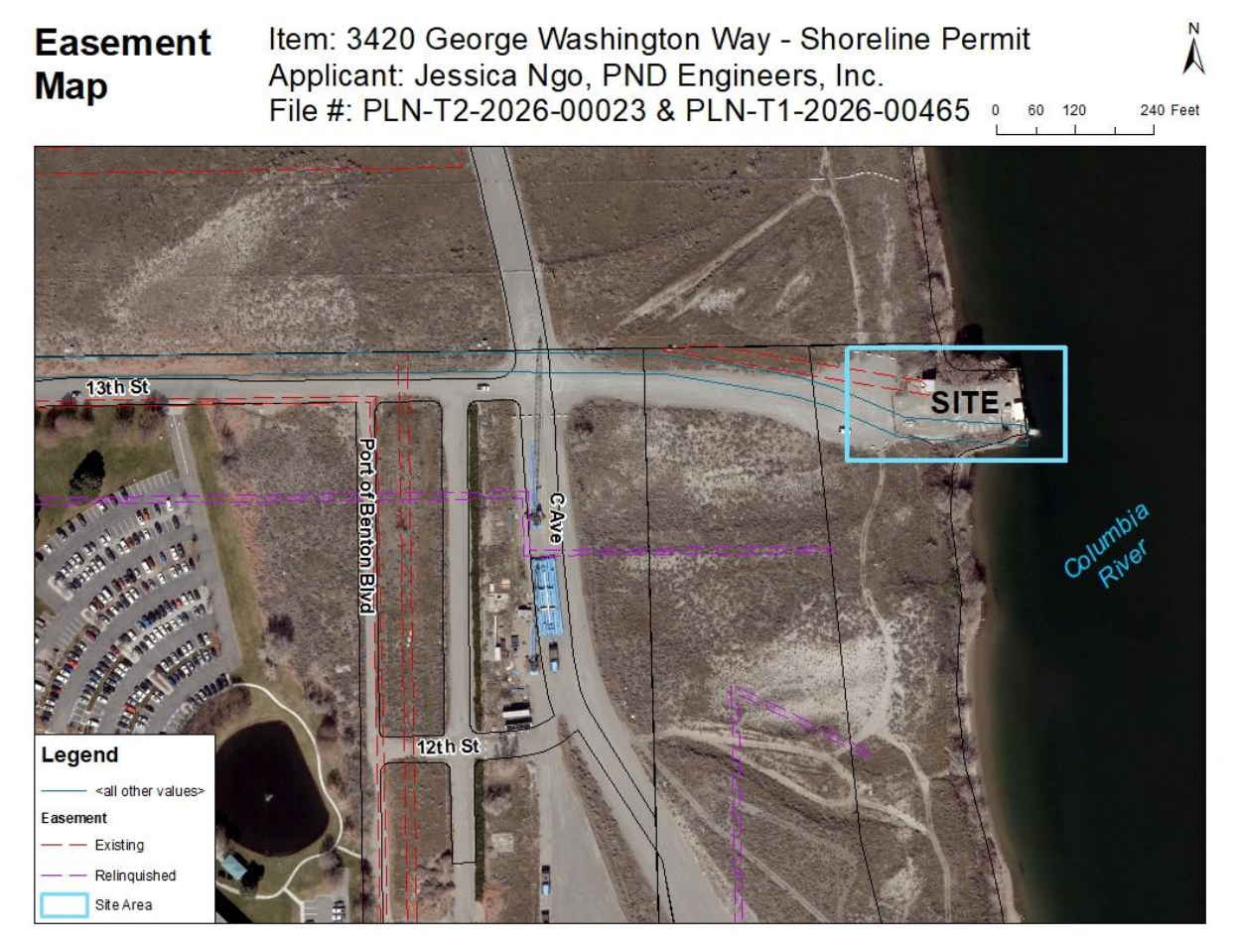


Figure 6 – Easement Map

Shoreline Master Program

Richland's Shoreline Master Program (RMC Title 26) implements the Washington State Shoreline Management Act of 1971 (RCW 90.58) which requires permitting for "substantial development", as described in RCW 90.58.030(2)(e).

Similar to zoning and land use (Comprehensive Plan), the subject property is located between areas designated by the Shoreline Master Program (SMP) as Industrial Conservancy Use Environments. As a result, sections of the SMP contain the purpose, designation criteria and management policies for development within each environment.

Current SMP Designations

Parcel Number	Current SMP Designation
114084000001000	Industrial Conservancy

Figure 7 – SMP Designations

RMC 26.10.070 – Industrial Conservancy Environment

26.10.071 – Purpose

The industrial conservancy environment is applied to the Port of Benton barging facilities in north Richland to provide for transfer of waterborne cargoes to land while maintaining the current generally undeveloped condition of the shoreline area outside of those areas needed for port facilities.

26.10.072 – Designation criteria

The industrial conservancy environment designation is applied to the Port of Benton site on the Columbia River in north Richland.

26.10.073 – Management Policies

In applying the use chart for this program, and the zoning allowed uses, the following shall guide the liberal interpretation of these regulations:

A. Water-dependent uses shall be given highest priority, but should occupy only the area needed for the water-related elements of the use.

B. Other industrial uses should be located outside of shoreline jurisdiction.

C. The shoreline trail should be maintained and enhanced through the site with provisions for interruption of use only when the site is actively used for transfer of waterborne cargoes.

D. The open space and ecological functions of the site, particularly the area between the shoreline trail and the water, should be maintained and enhanced.

RMC Chapter 26.20 General Regulations

26.20.010 – Shorelines of statewide significance

B. Decision Criteria. Every project located on a shoreline of statewide significance shall address the following criteria in order of preference in all permit reviews, in addition to other criteria provided by this program:

1. Recognize and protect the statewide interests over local interests by:

a. Recognizing and taking into account state agencies' policies, programs, and recommendations in developing and administering use regulations and in approving shoreline permits.

b. Recognizing the following statewide interest specific to the Columbia River:

i. Protect, preserve and restore natural resources and ecological functions, including, but not limited to, those associated with endangered species or state priority species, commercial and recreational fisheries, and tribal fishing rights.

ii. Promote recreational use and public access;

iii. Promote water-dependent port uses consistent with other goals of the program.

Staff Response: *The applicant has demonstrated that the intent is to protect, preserve, and restore any natural resources and ecological functions to the Columbia River shoreline if any are affected by the project.*

c. Recognizing the following statewide interest specific to the Yakima River:

i. Preserve and restore ecological functions, particularly those associated with endangered species, commercial and recreational fisheries, and tribal fishing rights;

ii. Promote recreational use and public access.

***Staff Response**: This subsection does not apply as the project site is located along the Columbia River.*

2. Preserve the natural character of the shoreline.

    a. Designate and administer shoreline environments and use regulations to minimize damage to the ecology and environment of the shoreline as a result of manmade intrusions on shorelines.

    b. Upgrade and redevelop those areas where intensive development already exists in order to reduce adverse impact on the environment, and to accommodate future growth rather than allowing high intensity uses to extend into low intensity use or underdeveloped areas.

    c. Protect, preserve, and enhance diversity of vegetation and habitat values, wetlands, and riparian corridors associated with shoreline areas.

***Staff Response**: The applicant has demonstrated that the project will protect, preserve, and enhance diversity along the affected shoreline project area.*

3. Result in long-term over short-term benefit.

    a. Evaluate the short-term economic gain or convenience of developments relative to the long-term potential for impairment of natural shoreline functions.

    b. In general, preserve resources and values of shorelines of statewide significance for future generations, and restrict or prohibit development that would irretrievably damage shoreline resources. Actions that would convert resources into irreversible uses or detrimentally alter natural conditions characteristic of shorelines of statewide significance should be severely limited. Restoration should be required where natural resources of statewide importance are diminished over time by cumulative impacts.

    c. Actively promote aesthetic considerations when contemplating new development, redevelopment of existing facilities, or general enhancement of shoreline areas.

***Staff Response**: The proposed project will be a long-term benefit to the City and it will preserve the resources and values of the Columbia River shoreline.*

4. Protect the resources and ecology of the shoreline.

    a. Minimize development activity that will interfere with the natural functioning of the shoreline ecosystem, including, but not limited to, stability, drainage, aesthetic values, and water quality.

    b. All shoreline development should be located, designed, constructed, and managed to avoid disturbance of and minimize adverse impacts to fish and wildlife resources, including migratory routes and areas used for spawning, nesting, rearing, and habitat.

    c. Restrict or prohibit public access onto areas with high ecological value which cannot be maintained in a natural condition under intensive human use.

    d. Shoreline materials including, but not limited to, bank substrate, soils, beach sands and gravel bars should be left undisturbed by shoreline development. Gravel mining should be severely limited in shoreline areas.

    e. Preserve environmentally sensitive wetlands for use as open space or buffers and encourage restoration of currently degraded areas.

    ***Staff Response**: The proposed project will protect the resources and ecology of the shoreline as all in-water improvements will occur during the in-water work window from December 1st to February 28th.*

5. Increase public access to publicly owned areas of the shoreline.

    a. Retain and enhance public access to the shoreline, including passive enjoyment, recreation, fishing, and other enjoyment of the shoreline and public waters consistent with the enjoyment of property rights of adjacent lands.

    b. Give priority to developing a system of linear access consisting of paths and trails for pedestrians and nonmotorized vehicles along the shoreline areas, providing connections across current barriers such as highways and railroads, and connecting to upland parking that enhances access to the community as a whole.

    c. Provide multi-purpose nonmotorized trail facilities also serving the mobility impaired wherever feasible.

    ***Staff Response**: The proposed project is not open to the public. Therefore, this section is not applicable to this application.*

6. Increase recreational opportunities for the public on the shoreline.
    a. Plan for and encourage development of facilities for recreational use of the shoreline, including boat launches, while preserving or mitigating ecological functions.

    b. Retain and enhance public open space and parks along the shoreline to maximize public enjoyment while preserving ecological functions.

***Staff Response**: The proposed project is not open to the public for recreational opportunities. Therefore, this section is not applicable to this application.*

26.20.020 – Ecological Functions, No Net Loss

A. Shoreline land uses and activities that may have adverse impacts on the environment should be minimized during all phases of development (e.g., design, construction, management and use) to ensure no net loss of ecological functions and processes. Permitted uses are designed and conducted to minimize, insofar as feasible, any resultant damage to the ecology and environment. Shoreline ecological functions that shall be protected include, but are not limited to, fish and wildlife habitat, food chain support, and water temperature maintenance. Shoreline processes that shall be protected include, but are not limited to, water flow; erosion and accretion; infiltration; ground water recharge and discharge; sediment delivery, transport, and storage; large woody debris recruitment; organic matter input; nutrient and pathogen removal; and stream channel formation/maintenance. In recognition of the importance of shorelines in an arid environment to a wide range of bird species, new construction and major renovation projects shall incorporate bird-friendly building materials and design features, including, but not limited to, those recommended by the American Bird Conservancy Guidelines for Bird-Friendly Design.

B. An application for any permit or approval shall demonstrate all reasonable efforts have been taken to provide sufficient mitigation such that the activity does not result in net loss of ecological functions. Mitigation shall occur in the following prioritized order:

    1. Avoiding the adverse impact altogether by not taking a certain action or parts of an action, or moving the action.

    2. Minimizing adverse impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology and engineering, or by taking affirmative steps to avoid or reduce adverse impacts.

3. Rectifying the adverse impact by repairing, rehabilitating, or restoring the affected environment.

4. Reducing or eliminating the adverse impact over time by preservation and maintenance operations during the life of the action.

5. Compensating for the adverse impact by replacing, enhancing, or providing similar substitute resources or environments. Preference shall be given to measures that replace the impacted functions on site or in the immediate vicinity of the impact. However, alternative compensatory mitigation within the watershed that addresses limiting factors or identified critical needs for shoreline resource conservation based on watershed or comprehensive resource management plans may be authorized.

6. Monitoring the adverse impact and taking appropriate corrective measures.

C. Applicants for permits have the burden of proving that the proposed development is consistent with the criteria set forth in the shoreline master program and the Shoreline Management Act of 1971, including demonstrating all reasonable efforts have been taken to provide sufficient mitigation such that the activity does not result in net loss of ecological functions.

Staff Response: *According to the "Environmental Baseline and Biological Resource Assessment" document, the proposed project "could not be entire avoided" and has been "minimized as much as possible" and will continue to work with the Department of Fish and Wildlife throughout the project.*

<u>26.20.030 – Sensitive Areas</u>
Sensitive areas within the shoreline jurisdiction shall be regulated in accordance with Chapter 26.60 RMC and include:

Article I. General Provisions;
Article II. Wetlands;
Article III. Fish and Wildlife Habitat Areas;
Article IV. Geologic Hazard Areas;
Article V. Critical Aquifer Recharge Areas Protection;
Article VI. Flood Hazard Areas;
Article VII. General Information.

Staff Response: *The proposed project will affect a Flood Hazard Area and a Fish and Wildlife Habitat Area, as identified by the WA Department of Fish and Wildlife. A Critical Area Report was submitted to the City as part of the application materials and contained mitigation measures for said areas.*

26.20.040 – Shoreline vegetation conservation

In addition to the sensitive areas standards of Chapter 26.60 RMC, the following shall apply to development on the shoreline:

A. A vegetation management plan for city parks and recreation areas, including both developed and undeveloped lands, that protects ecological functions and results in no net loss of these functions through operations, maintenance, or restoration actions in these areas shall be developed and implemented in coordination with the U.S. Army Corps of Engineers. Include integrated vegetation management for control of invasive weeds, and replace existing invasive species with native or compatible species that perform ecological functions similar to native species. Native species are preferred in underdeveloped areas of the shoreline.

   Staff Response: *The proposed project is not located within a designated City park or recreation area. This subsection does not apply to this project.*

B. A vegetation management plan shall be required for all sensitive area buffer areas with degraded native vegetation within SMA jurisdiction and shall:

   1. Maintain adequate cover of native vegetation including trees and understory. If a portion of the buffer has been cleared, or if tree cover is substantially less than a native climax community, enhancement plantings shall be installed.

   2. Provide a dense screen of native trees at the perimeter of the buffer to provide and protect ecological functions and prevent viewing of adjacent development from within the buffer. If existing vegetation or topographic features are not sufficient for these purposes, planting shall be required. Fencing may be required if needed to block headlights or other sources of light or to provide an immediate effective visual screen.

   3. Provide an integrated vegetation management plan for control of invasive weeds, and replace existing invasive species with native or compatible species.

   4. Provide a monitoring and maintenance plan. This provision may be waived for single-family residential lots.

   Staff Response: *The applicant did not submit a vegetation management plan for this project and shall provide said plan as a condition of this permit.*

C. In cases where approved development results in unavoidable adverse impacts to existing shoreline vegetation, mitigation shall be required to ensure that there will be no net loss of the ecological functions. Mitigation shall take place on site to the maximum extent feasible. A guarantee, in the form of a bond or other security

device, shall be required to assure successful establishment, including an appropriate monitoring period.

D. Mitigation plans shall be completed before initiation of other permitted activities, unless a phased or concurrent schedule assuring completion prior to occupancy is approved.

E. Lawns and other nonnative vegetation maintained within shoreline jurisdiction shall minimize use of chemical fertilizers, pesticides, herbicides, or other similar substances. Such chemical treatments shall be applied in accordance with manufacturer's recommendations and associated local, state, and federal laws and regulations. Applications in solid time release form shall be preferred over liquid or concentrate application. Best management practices (BMPs) shall be implemented in all chemical applications.

F. Aquatic weed management by prevention is the first priority. Where active removal or destruction is necessary, it should be the minimum required to allow water-dependent activities to continue, minimize negative impacts to native plant communities, and include appropriate handling or disposal of weed materials.

1. Aquatic weed control shall only occur when native plant communities and associated habitats are threatened, or where an existing water-dependent use is restricted by the presence of weeds. Aquatic weed control shall occur in compliance with all other applicable laws and standards.

2. The control of aquatic weeds by derooting, rotovating or other method which disturbs the bottom sediment shall be considered development for which a shoreline permit is required, unless it will maintain existing water depth for navigation in an area covered by a previous permit for such activity, in which case it shall be considered normal maintenance and repair, and therefore exempt from the requirement to obtain a shoreline permit.

3. Use of herbicides to control aquatic weeds shall be prohibited except where no reasonable alternative exists and weed control is demonstrated to be in the public's interest.

Staff Response: *If active removal or destruction of aquatic weeds is necessary, an aquatic weed management plan shall be provided in addition to the vegetation management plan.*

<u>26.20.050 – Public access</u>

A. Public access on the Columbia River is currently provided by a nearly continuous riverfront trail system developed by the city on public and private lands. Future public access on public and private lands should be consistent with the overall strategy for providing continuous trails along the shoreline. Future development

may be required to reconfigure the existing trail to provide enhanced public access and fit with specific development plans, including public and private open space.

Staff Response: *There is no public access to the project area. The nearest trail terminates at the eastern terminus of Robert Ferguson Street to the south and west of the project area.*

B. Public access on the Yakima River should be guided by the adopted city and regional trail plans. Future public access on public and private lands should be consistent with the overall strategy for providing continuous trails along the shoreline while taking into consideration the range of ecological functions and sensitivities of different areas. Future development shall provide public access consistent with the trail plan and may provide additional trails subsidiary to the main trail, where such opportunities are available to provide enhanced public access and fit with specific development plans, including public and private open space.

Staff Response: *This section does not apply, as the proposed project along the Columbia River shoreline and not the Yakima River.*

C. Physical public access is preferred to solely visual access. Where physical public access is determined not feasible, the applicant shall incorporate visual public access. Visual public access may consist of view corridors, viewpoints, or other means of visual approach to public waters. Physical public access may consist of a dedication of land or easement and a physical improvement in the form of a trail, park, or other area serving as a means of physical approach to public waters.

Staff Response: *The proposed project will not impair visual public access to the Columbia River.*

D. All developments requiring shoreline substantial development or special use permits, and all subdivision or development of more than four lots or residential units, shall provide public access to the shoreline unless criteria in subsections (D)(1) and (2) of this section are met:

1. The applicant demonstrates one or more of the following provisions apply:

    a. Unavoidable health or safety hazards to the public would accompany public access that cannot be avoided by application of alternative design features or other solutions;

    b. Inherent security requirements of the use cannot be satisfied through the application of alternative design features;

    c. The cost of providing the access, easement, or an alternative amenity, or mitigating the impacts of public access, is unreasonably

disproportionate to the total long-term cost of the proposed development;

d. Unacceptable environmental harm will result from the public access that cannot be mitigated;

e. Significant undue and unavoidable conflict between any access provisions and the proposed use and/or adjacent uses would occur and cannot be mitigated; or

f. Public access is provided by a public entity through implementation of a public access plan incorporated into its master plan, developed through a public participation process and incorporated into this program.

2. Based on documentation provided by the applicant, the city determines that all reasonable alternatives have been exhausted, including, but not limited to:
   a. Limiting the size or placement of public access facilities;

   b. Regulating access by such means as maintaining a gate and/or limiting hours of use;

   c. Designing separation of uses and activities (e.g., fences, terracing, use of one-way glazing, hedges, landscaping, etc.); and

   d. Providing for access at a site geographically separated from the proposal, including contribution to regional trail or public access plans.

Staff Response: *This section does not apply, as this is not a residential development of four (4) or more lots.*

E. The following activities generally are not required to provide public access, except as determined on a case-by-case basis as part of development review:

1. Single-family development of four or fewer units;

2. Dredging;

3. Landfill and excavation;

4. Mining;

5. Private docks serving four or fewer units;

6. Minor additions or changes to an existing use that do not change the configuration of the existing use or add substantial facilities; or

7. Ecological restoration or enhancement activities not associated with a development.

Staff Response: *The proposed project is required to provide visual public access as required under subsection (C).*

F. Specific provisions for public access shall be evaluated on a case-by-case basis to ensure that they are of the kind, quality and scope to provide a substantial public benefit with respect to the Shoreline Management Act's objectives, and do not create a disproportionate impact on landowners.

Staff Response: *No specific provisions for public access are required for this project as it will not create a disproportionate impact on landowners.*

G. The amount and configuration of public access required shall depend on the proposed use(s), the range of ecological functions and sensitivities of different areas on a site, the shoreline environmental designation, and the following criteria:

1. Any development or use that creates increased demand for public access to the shoreline shall provide public access to mitigate this impact.

2. Any development or use that interferes with an existing public access shall provide public access to mitigate this impact.

3. Development within the waterfront environment is encouraged to provide public access in the form of a public plaza meeting the criteria in RMC § 26.30.040(F)(2).

4. Uses and developments that utilize aquatic lands shall provide public access consistent with maintaining the use and public safety. Public access shall be provided generally equivalent to 10 to 20 percent of the public harbor land or aquatic land utilized. Where over-water access is found to be infeasible pursuant to subsection (D) of this section, upland on- and off-site facilities may be approved as an alternative. Single-family residential uses or uses that are developed with public funding or other public resources are exempt from this criterion.

5. New or expanded dikes and levees shall provide linear public access trails along the facility.

6. Public roads or other public facilities parallel to or crossing shorelines shall provide public access trails or sidewalks within the right-of-way. Additional right-of-way acquisition may be required to provide public access.

7. Public utilities within the shoreline, other than distribution facilities, shall provide public access consistent with maintaining the use and public safety.

Staff Response: *The proposed project will not create an increase in demand or interfere with public access to the Columbia River. Criterion 3 does not apply to this proposal, as the development within the Industrial Conservancy Environment.*

H. Public access shall be consistent with the shoreline environmental designation and may consist of a physical improvement in the form of a walkway, trail, bikeway, corridor, viewpoint, park, deck, observation tower, pier, boat-launching ramp, dock or pier area, or other area serving as a means of view and/or physical approach to public waters, and may include interpretive centers and displays. Public access improvements shall meet the following location and design criteria:

1. Public access shall be provided as close (horizontally and vertically) as feasible to the water's edge to provide the general public with opportunity to reach, touch, view, and enjoy the water's edge; provided, that public access does not adversely affect sensitive ecological features or lead to an unmitigated reduction in ecological functions.

2. If open space is provided along the shoreline in the form of sensitive area buffers, and public access can be provided in a manner that will not result in a loss of ecological function, a public pedestrian access walkway along and parallel to the waterfront of the property is the preferred design. The walkway shall be set back from sensitive features and may provide only limited and controlled access to the water's edge. Fencing may be provided to control damage to plants and other sensitive features and shall provide for wildlife movement. Soft surface trails of limited width should be specified, where appropriate, to reduce impacts to ecologically sensitive resources.

3. Public access shall be connected directly to the nearest public street; shall include provisions for physically impaired persons where feasible and where additional impact on ecological functions will not occur; and shall be located adjacent to and connect with other public areas, accesses, and connecting trails.

4. Where physical access to the water's edge is not present or appropriate, a public viewing area shall be provided in cases where views of the water or shoreline are available.

5. In natural open space zones, the need for trails for ADA access should be balanced with the extent of alteration of the natural environment required to accommodate such facilities.

6. Design shall minimize intrusions of privacy for both site users and public access users by avoiding locations adjacent to windows and/or outdoor private open spaces, or by screening or other separation techniques.

7. Design shall provide for the safety of users, including the control of offensive conduct through providing public visibility (not including removal of buffer vegetation), or provision of specific oversight. The administrator may authorize public access to be temporarily closed to develop a program to address offensive conduct. If offensive conduct cannot be reasonably controlled, alternative facilities may be approved as a permit revision.

8. Public amenities appropriate to the use of the public access space shall be provided. These amenities may include, but are not limited to, benches, picnic tables, public docks and sufficient public parking.

9. Public restrooms and facilities for animal waste may be required as part of public access amenities for developments by public entities or commercial developments that attract a substantial number of persons.

Staff Response: *The project area is not open for public access and is restricted. Therefore, this section does not apply to this proposal.*

I. View Protection.

1. Shoreline development shall be designed to avoid blocking, reducing, or adversely interfering with the public's existing visual access to the water and shorelines.

2. Development and uses on public lands such as parks, open space, street ends, rights-of-way and utilities shall provide visual access corridors where views of water bodies are available from public roadways and public viewpoints to the extent feasible, consistent with facilities for water-dependent use or recreation use and maintenance of native vegetation buffers for sensitive areas.

Staff Response: *The proposed project will not interfere with existing visual access to the water or shorelines of the Columbia River.*

J. Public access shall be maintained over the life of the use or development. Future actions by the applicant, successors in interest, or other parties shall not diminish the usefulness or value of the public access provided.

1. Required public access sites shall be fully developed and available for public use at the time of occupancy of the use or activity, or in accordance with provisions for guaranteeing installation through a performance assurance.

2. Public access provisions shall be recorded as an easement or a dedication to the public on the face of a plat or short plat. Said recording with the Benton County auditor's office shall occur at the time of building permit approval or plat recordation, whichever comes first.

3. Maintenance of the public access shall be the responsibility of the owner unless expressly accepted by a public or nonprofit agency.

4. The minimum width of public access easements shall be 15 feet, unless the city determines that undue hardship would result. In such cases, easement width may be reduced only to the minimum extent necessary to relieve the hardship.

5. Public access shall be available to the public 24 hours per day unless specific exceptions are granted though the substantial development permit process where safety hazards to users or adjacent uses are substantiated.

6. Public access signs bearing the standard state-approved logo or other approved design shall be installed and maintained by the applicant and owner. The sign(s) must indicate the public's right of access and hours of access, and shall be installed in conspicuous locations at public access sites. Signs may display restrictions of public access as approved by a specific condition of permit approval.

Staff Response: *Public access to the project site is restricted. There are no plans to add or extend public access to this area. Therefore, this section is not applicable.*

K. Public access afforded by shoreline street ends, public utilities and rights-of-way shall be preserved, maintained and enhanced pursuant to RCW 35.79.035 and 36.87.130.

Staff Response: *There is no public access to the project site. This section is not applicable to this project.*

<u>26.20.060 – Signs</u>

A. All signs shall be located and designed to be compatible with the aesthetic quality of the existing shoreline and adjacent land and water uses. Signs shall minimize interference with vistas, viewpoints, and visual access to the shoreline.

B. All signs shall be permitted in accordance with the procedures of RMC Title 27 in addition to this program.

C. Freestanding commercial signs are prohibited between buildings and the shoreline, except for public information signs.

D. Except where no feasible location outside of SMA jurisdiction is available, signs placed in SMA jurisdiction should be limited to public information signs directly relating to a shoreline use or activity, water navigational signs, and legally required highway and railroad signs necessary for operation, safety and direction.

E. Over-water signs or signs on floats or pilings shall be allowed only when serving a related water-dependent use, and only when the primary users of the facility approach by water and would not be served by land-mounted signs.

F. Lighted signs shall be hooded, shaded, or aimed so that lighting will not result in glare when viewed from public access facilities or watercourses.

G. Conceptual sign plans and design guidelines shall be submitted for review and approval at the time of shoreline permit application, and shall be utilized in future review of sign permits for the property.

H. Signs shall not be permitted where their location or design obstructs or otherwise interferes with traffic movement, or where the location or orientation unnecessarily interferes with upland users.

Staff Response: *Signs are not proposed with this project. If signs are proposed to be placed in the future, they will need to meet the standards of this section.*

26.20.070 – Archaeological areas and historic sites

Included on Richland's shorelines are areas known to be of significant archaeological and historic value. The Washington State Department of Archaeology and Historic Preservation is recognized as the authority on matters concerning areas recorded as important archaeological or historic sites. In addition, memoranda of understanding with tribes should apply in accordance with the terms of such agreement(s).

A. Prior to approval of any permit requests, city of Richland staff shall consult with the Washington State Department of Archaeology and Historic Preservation for the purpose of identifying potentially valuable archaeological data, and for recommendations concerning preservation or salvage of the data identified.

B. Developers and property owners shall, in the event of discovery of archaeological resources during excavation, immediately stop work and notify the city of Richland and the Washington State Department of Archaeology and Historic Preservation. Development may resume only after approval by the Department of Archaeology and Historic Preservation (DAHP). The city or DAHP will notify tribes if the nature of the resource so warrants.

C. Where a professional archaeologist or historian recognized by the state of Washington has identified an area or site as having significant cultural value, or where such area is listed on a national, state, or local historic register, the city may

require evaluation of the resource and application of appropriate mitigation measures as a condition of permit issuance.

D. Permits for development in shoreline areas documented to contain archaeological resources shall require inspection of the site prior to and during construction by a professional archaeologist in coordination with potentially affected Indian tribes.

Staff Response: *The applicant has conducted and submitted a Cultural Resource Survey to the Department of Archeology and Historic Preservation (DAHP), as DAHP Project: 2025-09-06023. Upon DAHP's recommendation, the project shall implement and follow an Inadvertent Discovery Plan (IDP) for the proposal.*

26.20.080 – Water quality, stormwater, and nonpoint pollution

A. All development activities approved under this title shall be designed and maintained in a manner consistent with the city's stormwater management plan and adopted engineering design standards. All proposed stormwater control and stormwater discharges shall be in compliance with the latest Department of Ecology Stormwater Manual for Eastern Washington.

B. Shoreline development shall be designed and maintained to minimize the need for chemical treatments, including application of fertilizers, pesticides and herbicides, in order to prevent contamination of surface and ground water resources.

C. All structures placed within water bodies or that may come in contact with water shall be constructed of materials that will not adversely affect water quality or aquatic plants and animals. Materials treated with creosote are prohibited in the shoreline environment.

26.20.090 – Boat and vessel facilities

A. All boating uses, development, and facilities shall protect the rights of navigation, shall demonstrate that they result in no net loss of ecological functions, and may be required to provide on-site and off-site mitigation.

B. Shared moorage serving single-family uses consisting of docks and piers with more than four berths, commercial moorage available to the general public, and moorage related to clubs or other groups not associated with a particular residential development are regulated as marinas under RMC § 26.30.060.

Staff Response: *This section is not applicable to this project.*

C. Joint-use/shared docks and piers with four or fewer berths or any number of mooring buoys are regulated under this section.

Staff Response: *This section is not applicable to this project.*

D. Boating facilities shall avoid:

1. Braided or meandering river channels where the channel is subject to change in alignment or on point bars or other accretion beaches;

2. Areas where shoreline modification is required for approach and other upland facilities;

3. Locations where they would adversely impact upland riparian or nearshore habitat for aquatic species;

4. Locations where they would adversely affect flood channel capacity or create a flood hazard; and

5. Locations where water depths for vessels are not adequate without dredging.

E. Boating facilities, except those accessory to single-family residences, shall provide public access in accordance with RMC § 26.20.050, Public access, and shall be located and designed such that existing public access to public shorelines is not obstructed nor made hazardous.

F. All in- and over-water structures shall be constructed of materials that will not adversely affect water quality or aquatic plants and animals over the long term. Wood treated with creosote, pentachlorophenol, or other similarly toxic materials is prohibited. Docks generally shall be constructed of untreated materials, such as untreated wood, approved plastic composites, concrete, or steel.

G. Vessels shall be restricted from extended mooring on waters of the state except when such mooring is allowed by state regulations, a lease or other permission is obtained from the state, and impacts to navigation and public access are mitigated.

H. Boat Launches.

Staff Response: *This section is not applicable to this project.*

I. New moorage to serve a single-family residence may be allowed only if:

Staff Response: *This section is not applicable to this project, as this is not serving a single-family residence.*

J. A dock or pier serving a single-family residence shall meet the following standards:

Staff Response: *This section is not applicable to this project, as this is not serving a single-family residence.*

K. Shared residential docks and piers shall generally meet the standards for single-family docks above, except that the number of floats and the size of piers and other facilities may be increased to serve additional slips to provide one moorage space per residence served.

Staff Response: *This section is not applicable to this project, as this is not serving a single-family residence.*

L. Docks and piers shall be set back a minimum of 10 feet from side property lines, except that joint-use facilities may be located closer to, or upon, a side property line when agreed to by contract or covenant with the owners of the affected properties. This agreement shall be recorded with the Benton County auditor, and a copy filed with the shoreline permit application.

Staff Response: *This section is not applicable to this project, as this is not a joint-use facility.*

M. Moorage Related to Subdivision.

Staff Response: *This section is not applicable to this project, as this is not related to a subdivision.*

N. Multifamily residences, hotels, motels, and other commercial developments proposing to provide moorage facilities shall meet the criteria for a marina. Use of the moorage must be open to the general public on the same basis as residents or occupants and shall provide public access. If approved, no more than one joint-use moorage facility may be provided for a parcel or development.

Staff Response: *This section is not applicable to this project, as this does not serve a multifamily residence, hotel, motel, or other commercial development.*

O. Applications for docks or piers serving single commercial or industrial enterprises shall demonstrate that:

1. The facility serves a water-dependent use;

2. The facility is the minimum size required to serve the proposed use; provided, that provisions for expansion or future joint use may be provided; and

3. The facility minimizes impacts to the extent feasible. Where impacts are unavoidable, the facility mitigates impacts to navigation, aquatic habitat, upland habitat, public access to the water for recreation, fishing and similar use, and public access to publicly accessible lands below the OHWM.

Staff Response: *The proposed facility is the minimum size to serve the proposed use and will minimize impacts to the extent feasible.*

P. Commercial or industrial moorage facilities shall demonstrate that:

1. The dock or pier shall be the minimum length required to serve the use.

2. Access from the shore to piers or floats shall minimize water cover in order to minimize impacts to shallow-water habitat.

3. Piers and ramps shall be elevated to provide the maximum feasible light penetration.

4. Grating, or clear translucent material, shall be utilized to the maximum extent feasible to provide light penetration.

5. Floats shall be constructed and attached so that they do not ground out on the substrate.

6. Pile spacing shall be the maximum feasible to minimize shading and avoid a "wall" effect that would block or baffle wave patterns, currents, littoral drift, or movement of aquatic life forms, or result in structure damage from driftwood impact or entrapment.

7. Pile diameter shall be minimized while meeting structural requirements.

8. Covered structures may be permitted only to serve a water-dependent use where it is demonstrated that adequate upland sites are not feasible, and it is demonstrated that the area covered is the minimum necessary to serve the use.

Staff Response: *According to the submitted materials, the proposed facilities meets the requirements of this section.*

RMC Chapter 26.30 Use Regulations

26.30.011 – Use table

The following use activity-shoreline environment compatibility chart shall be consulted as a general guide to determine permitted uses in the various shoreline environments. Use activities permitted or requiring a special use permit must be developed in accordance with all policies and regulations of the shoreline program.

A. All land uses allowed are subject to the preference for water-oriented uses and subject to specific criteria for uses included in these regulations.

B. Uses allowed in the aquatic environment are those allowed in the adjacent upland environment, limited to water-dependent use, ecological enhancement, and those

transportation and utility facilities and essential public facilities for which no alternative location is feasible.

C. If a use is prohibited in the underlying zoning district, it is also prohibited in the shoreline.

D. KEY: X = Prohibited, P = Permitted, A = Permitted as an Accessory Use, SU = Special Use Permit.

Land Use	Industrial Conservancy
Industrial/Manufacturing Uses	
Port Facilities for Transferring Materials from Vessels to the Shore and Temporary Staging Prior to Transportation Off Site	P

26.30.012 – Bulk and dimension chart

Standard	Industrial Conservancy
Sensitive Area Buffer Water-Dependent Use	NA[1]
Sensitive Area Buffer Non-Water-Dependent Use	As provided by Table 26.60.024(D) – Wetland Buffer Width, Table 26.60.042 – Riparian Buffer Width
Minimum Building Setback from OHWM Water-Dependent Use	NA[1]
Minimum Building Setback Non-Water-Dependent Use	15 feet (except for residential, which is 25 feet) from the edge of the applicable riparian buffer, or 15 feet (except for residential, which is 25 feet) from the landward edge of a roadway, canal, levee, paved trail or parking area, as applicable, as provided in Table 26.60.042[2]
Minimum Front Yard Setback	As provided by zoning
Minimum Side Yard Setback	As provided by zoning
Minimum Rear Yard Setback	As provided by zoning
Minimum Lot Width – One-Family Attached Dwellings	As provided by zoning
Minimum Lot Area	As provided by zoning
Maximum Density – Multifamily Dwellings (units/square feet)	NA
Maximum Lot Coverage	20%
Maximum Building Height	35 feet

Maximum Building Height – Detached Accessory Buildings	35 feet

1. No sensitive area buffer or building setback applies to water-dependent elements of a water-dependent use.
2. Buildings are not allowed in the natural open space zoning district.

26.30.050 – Industrial development and port facilities

Policies and regulations for ports and water-associated industrial development are intended to accommodate the particular dependence of those uses on shoreline siting, and to ensure that development occurs in a manner that maximizes compatibility with the water and shoreline resources.

A. The area of industrial use designated in this program which is accessible to navigable water is the Port of Benton site in north Richland. This program provides for continued operation of barging facilities, and may permit additional water-dependent use directly related to transfer of materials from waterborne conveyance to the land. The portions of the site not used for said water-dependent use shall preserve the generally undeveloped nature of adjacent shoreline areas. Public access shall be provided through the shoreline portion of the site for use when it does not interfere with barge loading or unloading. An alternative route to the west shall be provided for conducting nonmotorized traffic around the site when water-dependent use interrupts transit on the Trail.

B. Industrial and port development shall be located, designed, constructed, and operated in a manner that minimizes impacts to shoreline resources and avoids unnecessary interference with shoreline use by adjacent property owners.

C. Cooperative use of existing port facilities, including docks and piers, shall be encouraged to reduce additional disruption to the shoreline.

RMC 26.50 Permit Administration and Enforcement

26.50.040 – Approval Criteria

In order to approve any development within shoreline master program jurisdiction, the city must find that a proposal is consistent with the following criteria in addition to the requirements of RMC Title 19, Development Regulation Administration.

A. Conformance with the Shoreline Management Act of 1971, as amended;

Staff Response: *The proposed project is in conformance with the Shoreline Management Act of 1971, as amended.*

B. General conformance with the goals for the shoreline master program, the general development policies for the plan elements, and the applicable policy statements for the use activity and the shoreline environment;

Staff Response: *The proposed project is in conformance with the goals, general development policies, and policy statements for the use activity and shoreline environment designations.*

C. Compliance with use regulations of the shoreline master program appropriate to the shoreline designation and the type of use or development proposed, particularly the preference for water-oriented uses, subject to liberal construction to give full effect to the objectives and purposes for which they have been enacted. If a non-water-oriented use is approved, the decision maker shall enter specific findings documenting why water-oriented uses are not feasible;

Staff Response: *The proposed project is in compliance with the use regulations of the shoreline master program.*

D. Compliance with bulk and dimensional regulations of the shoreline master program appropriate to the shoreline designation and the type of use or development proposed, except those bulk and dimensional standards that have been modified by approval of a shoreline variance;

Staff Response: *The proposed project is in compliance with the bulk and dimensional regulations found in RMC 26.30.012 for the Industrial Conservancy environment designation.*

E. Consideration of the recommendations and comments of the Richland parks and recreation commission, as the proposed development will affect and be affected by the goals and objectives of city plans for parks, trails, and open space;

Staff Response: *The proposed project will not affect any of the City's goals or objectives for parks, trails, and open space.*

F. General conformance with the provisions of the Richland comprehensive plan;

Staff Response: *The proposed project is in conformance with the City of Richland's comprehensive plan.*

G. Consideration of provisions for facilities and improved designs to accommodate and encourage use by the physically disabled;

Staff Response: *The proposed project is not accessible to the public and provisions for facilities and improved designs to accommodate the physically disabled are not required.*

H. Compliance with the State Environmental Policy Act (SEPA), Chapter 43.21C RCW; and

Staff Response: *The applicant did submit a SEPA Environmental Checklist with this application, the City utilized the Optional Determination of Non-Significance (O-DNS) process as a result. On August 03, 2026, the City issued a Determination of Non-Significance (DNS) for the proposed project.*

I. Compliance with applicable provisions of the Richland Municipal Code.

Staff Response: *The proposed project will need to comply with the applicable provisions of the Richland Municipal Code, including RMC Chapter 26.20.040.*

SEPA

The City of Richland is the lead agency for the proposal under the State Environmental Policy Act (SEPA). The City utilized the Optional DNS Process as allowed per WAC 197-11-355. The City reviewed the proposed project for probably adverse environmental impacts and issued a SEPA Determination of Non-Significance (DNS) for the project on August 03, 2026, which is included herein as Exhibit 4.

Posted on SEPA Register as SEPA #202602779.

Critical Areas

The proposed project will impact a designated Fish and Wildlife Habitat conservation area and a flood hazard area. The applicant has provided a Critical Area Report which addresses the appropriate mitigation measures.

Agency Comments

As of August 03, 2026, staff has received six (6) comments regarding this proposed project (see Exhibit 5).

Public Comments

As of August 03, 2026, staff has received two (2) public comments regarding this proposed project (see Exhibit 6)

Public Notices

Notice of Application & Hearing Mailed:	July 01, 2026
Notice of Application & Hearing Posted:	July 01, 2026
Notice of Application & Hearing Published:	July 01, 2026
Posted on SEPA Register:	July 01, 2026
Public Hearing Date:	August 10, 2026

A combined notice of application, Optional DNS (SEPA) and notice of hearing were provided through posting of the property and publication in the *Tri-City Herald* newspaper. Private properties located within 300' of the project site were also sent the combined notice of application, Optional DNS and notice of hearing.

Suggested Findings and Conclusions

Staff has completed its review of the request for a Shoreline Substantial Development Permit (PLN-T2-2026-00023 & PLN-T1-2026-00465) and recommends that the Hearing Examiner APPROVE the request based on the following:

1. Jessica Ngo of PND Engineers Inc., on behalf of the Port of Benton, has applied for a Shoreline Management Substantial Development Permit (SSDP) for the deployment of a zero-emission shore-site power infrastructure and expand the existing mooring capacity at the High Dock, located on the Columbia River. Construction will utilize both land-based and barge-mounted equipment.

2. The site is located at 3420 George Washington Way and is generally located at the eastern terminus of 13th Street, which is east of George Washington Way and ends at the Columbia River.

3. Access to the site will be from 13th Street, east of George Washington Way.

4. The project site is split between the Parks and Public Facilities (PPF) and the Medium Industrial (I-M) zoning districts.

5. RMC 23.30.030 contains the table regulating the site requirements for the public use districts.

6. RMC 23.26.040 contains the table regulating the site requirements and development standards for industrial use districts.

7. RMC 23.30.030(C) places a maximum height for structures at 55 feet for the Parks and Public Facilities (PPF) zoning district.

8. RMC 23.22.040 places a maximum height for structures at 55 feet for the Medium Industrial (I-M) zoning district.

9. RMC 26.30.012 places a maximum building height of 35 feet for the Industrial Conservancy Environment.

10. The Comprehensive Plan splits the project site between the Developed Open Space (DOS) and Industrial (IND) Land Use Classifications.

11. All required public notification requirements were met.

12. The City of Richland issued a Determination of Non-Significance on August 03, 2026.

13. The subject property is located within an area designated by the Shoreline Master Program (SMP) as the Industrial Conservancy Environment.

14. The City received zero (0) comment letters from the public at large and six (6) comment letters from governmental or tribal entities.

15. Irrigation and electrical power lines are in place to serve the site and have adequate capacity to supply the proposed project.

16. Pursuant to RMC 26.10.073 Management Policies, for the Industrial Conservancy environment, in applying the use chart in the Shoreline Master Program, and the zoning allowed uses, the following shall guide the liberal interpretation of these regulations:

    - Water-oriented uses shall be given highest priority for waterfront sites.
    - Other industrial uses should be located outside of shoreline jurisdiction.
    - The shoreline trail should be maintained and enhanced through the site with provisions for interruption of use only when the site is actively used for transfer of waterborne cargoes.
    - The open space and ecological functions of the site, particularly the area between the shoreline trail and the water, should be maintained and enhanced.

17. The overall scope of the project complies with the general intent and purpose of RMC 26.20.010.

18. The standards of RMC 26.20.020 have been met.

19. The project is within designated City Sensitive Areas as specified in RMC 26.20.030, particularly Article III. Fish and Wildlife Habitat Areas and Article IV. Flood Hazard Areas.

20. Applicant submitted a Critical/Sensitive Area Report as part of the application material, as required under RMC 26.60 – Sensitive Areas and addresses both Critical/Sensitive Areas.

21. The proposed project does need to meet the requirements of RMC 26.20.040, Shoreline Vegetation Conservation, as the project site is located within a designated sensitive area.

22. The proposed project will not affect any existing public access along the Columbia River, as described in RMC 26.20.050.

23. There is no public access to the project site. As a result, the proposal does not need to meet the requirements contained within RMC 26.20.050 pertaining to public access.

24. In regard to RMC 26.20.060 – Signs, the application materials submitted did not include provisions for any signage.

25. There is irrigation and electrical service servicing the project site.

26. The proposed development is consistent with the intent and requirements of RMC 26.30.050, Industrial development and port facilities.

27. RMC 26.50.040 – Permit Administration and Enforcement contains nine (9) approval criteria that must be met prior to the issuance of a Shoreline Substantial Development Permit.

28. The project does satisfy all of the shoreline substantial development permit review criteria contained within RMC 26.50.040.

29. The proposed use is consistent with the policies, regulations and standards of RCW 90.58.020 and Richland's shoreline program.

30. The proposed use of the site and design of the project is compatible with other authorized uses within the area and with uses planned for the area under Richland's comprehensive plan and shoreline master program.

31. The public interest will not suffer a substantial detrimental effect as a result of the project should be approved as currently proposed.

32. The project is consistent with the provisions of Richland's Shoreline Master Program or applicable zoning regulations.

Suggested Conditions of Approval

Staff is recommending the following conditions of approval be attached to the shoreline substantial development permit to ensure that the project conforms to all applicable City codes and standards:

1. A vegetation management plan, as required under RMC Chapter 26.20.040(B), shall be submitted prior to any development occurring at the project site.

2. An aquatic weed management plan shall be prepared and submitted to the City, if active removal or destruction of aquatic weeds is necessary. If prepared, the management plan shall address the regulations of RMC Chapter 26.20.040(F).

3. A floodplain permit shall be required and submitted in conjunction the building permit for this project.

4. Shall submit a completed Proof of Contact: Soil Destabilization Notification application from the Benton Clean Air Agency to the City for review.

5. If there is any off-site stormwater discharge, a NPDES Construction Stormwater General Permit shall be required from The Washington State Department of Ecology. If required, a copy of the permit shall be submitted to the City.

6. Any new utilities servicing the proposed project shall require a City permit and be installed according to current City of Richland standards, including but not limited to domestic water, stormwater, sanitary sewer, electrical service, fire hydrants, etc.

7. Any new signs, either freestanding or building-mounted, that may be part of this project will need to follow the standards of Title 27 RMC and a permit for every new sign shall be submitted to the City for review.

8. Shall follow the submitted Inadvertent Discovery Procedure, as contained in the Cultural Resource Study, DAHP Project: 2025-09-06023, for the entirety of this project.

Exhibit List

1. Application Materials
2. Maps
3. Public Notice and Affidavits
4. SEPA DNS
5. Agency Comments
6. Public Comments

Exhibit 1

City of Richland
625 Swift Blvd
Richland WA 99352
(509) 942-7794

Plan Snapshot Report

Plan Type:	Type 2	**Plan #:**	PLN-T2-2026-00023	**App Date:**	05/19/2026
Work Class:	T2 - Shoreline Substantial Development	**District:**	City of Richland	**Exp Date:**	09/16/2026
Status:	In Review			**Completed:**	NOT COMPLETED
Description:	POB seeks to deploy zero-emission shore-side power infrastructure and expand existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers, as well as accommodate additional vessels. Construction will utilize both land-based and barge-mounted equipment. Selective demolition of the existing site will occur to facilitate the new construction of the Barge Complex. Please refer to the attached project description for more information.			**Approval Expire Date:**	

Parcel:		**Address:**		**Zone:**
114084000001000		3330 Richardson Rd Richland, WA 99354		
114084000002010	Main	300 Battelle Blvd Richland, WA 99354	Main	

Contractor	Applicant	Property Owner
Chase Castona	Jessica Ngo	Port Of Benton
Home: (206) 624-1387	3240 Eastlake Avenue East	3250 Port of Benton BLVD
Business: (206) 624-1387	Seattle, WA 98102	Richland, WA 99354
Mobile: (206) 624-1387	Business: (206) 315-6810	Business: (509) 375-3060

SUBDIVISION

Issued By:

CHICAGO TITLE INSURANCE COMPANY

Guarantee/Certificate Number:

62242600820

CHICAGO TITLE INSURANCE COMPANY

a corporation, herein called the Company

GUARANTEES

Port of Benton

herein called the Assured, against actual loss not exceeding the liability amount stated in Schedule A which the Assured shall sustain by reason of any incorrectness in the assurances set forth in Schedule A.

LIABILITY EXCLUSIONS AND LIMITATIONS

1. No guarantee is given nor liability assumed with respect to the identity of any party named or referred to in Schedule A or with respect to the validity, legal effect or priority of any matter shown therein.
2. The Company's liability hereunder shall be limited to the amount of actual loss sustained by the Assured because of reliance upon the assurance herein set forth, but in no event shall the Company's liability exceed the liability amount set forth in Schedule A.

Please note carefully the liability exclusions and limitations and the specific assurances afforded by this guarantee. If you wish additional liability, or assurances other than as contained herein, please contact the Company for further information as to the availability and cost.

Chicago Title Insurance Company

By:

Michael J. Nolan, President

Attest:

Marjorie Nemzura, Secretary

Chicago Title Company of Washington
9001 W. Tucannon Avenue, Suite 220
Kennewick, WA 99336

Countersigned By:

Dylan Strait
Authorized Officer or Agent

ISSUING OFFICE:
Title Officer: Christopher Hull Chicago Title Company of Washington 9001 W. Tucannon Avenue, Suite 220 Kennewick, WA 99336 Phone: (509)735-1575 Fax: (509)735-0707 Main Phone: (509)735-1575 Email: Christopher.Hull@ctt.Com

SCHEDULE A

Liability	Premium	Tax
$1,000.00	$350.00	$30.80

Effective Date: April 30, 2026 at 08:00 AM

The assurances referred to on the face page are:

That, according to those public records which, under the recording laws, impart constructive notice of matter relative to the following described property:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

Title to said real property is vested in:

Port of Benton

subject to the matters shown below under Exceptions, which Exceptions are not necessarily shown in the order of their priority.

END OF SCHEDULE A

EXHIBIT "A"

Legal Description

For APN/Parcel ID(s): 114084000001000

A TRACT OF LAND LYING IN GOVERNMENT LOTS 2 AND 3 IN SAID SECTION 14, TOWNSHIP 10, RANGE 28 DEFINED AS FOLLOWS:

BEGINNING AT A POINT KNOWN AS UNITED STATES CORPS OF ENGINEERS' BRONZE MARKER 'CH-2,1955', THENCE SOUTH 89 DEGREES 11'40' WEST, A DISTANCE OF 400 FEET. THENCE SOUTH 01 DEGREE 41'50' EAST, A DISTANCE OF 1200.00 FEET. THENCE NORTH 89 DEGREES 11'40 EAST , TO A POINT ON THE ORDINARY HIGH WATER LINE, AS THE SAME WAS LOCATED IN 1948, ALONG THE RIGHT (WESTERLY) BANK OF THE MCNARY RESERVOIR ON THE COLUMBIA RIVER. THENCE NORTHWESTERLY ALONG SAID ORDINARY HIGH WATER LINE TO A POINT ON A LINE BEARING NORTH 89 DEGREES 13'25' EAST FROM UNITED STATES CORPS OF ENGINEERS' BRONZE MARKER 'CH-2,1955'. THENCE SOUTH 89 DEGREES 13'25' WEST TO UNITED STATES CORPS OF ENGINEERS' BRONZE MARKER 'CH-2,1955'.

SCHEDULE B

1. The property herein described is carried on the tax rolls as exempt as to general real property taxes (not special taxes and charges). However, it will become taxable on the date of the execution of a conveyance to a taxable entity and subject to the lien of real property taxes for the balance of the year from that date:

   Tax Account No.: 114084000001000
   Levy Code: R1RA1

2. Easement(s) for the purpose(s) shown below and rights incidental thereto as reserved in a document;

   Reserved by: City of Richland
   Purpose: Utilities, Water line, and Right of way
   Recording Date: February 7, 1961
   Recording No.: 450541

3. Covenants, conditions and restrictions but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document

   Recording Date: October 8, 1964
   Recording No.: 528778

4. Easement or right-of-way for electric transmission and distribution line disclosed by Instrument recorded in Benton County:
   Recorded: December 30, 1965
   Recording No.: 554784
   Grantee: Pacific Power & Light Company

5. Easement(s) for the purpose(s) shown below and rights incidental thereto as reserved in a document;

   Reserved by: United States of America
   Purpose: Main Sewer Line, Right of way, and Electrical Transmission Lines
   Recording Date: June 1, 1953
   Recording No.: 521608

6. Reservations, Easements and recitals contained in the Deed as set forth below:

   Grantor: United States of America
   Grantee: City of Richland
   Recording Date: November 16, 1964
   Recording No.: 530869

   See documents for particulars

   Partial Relinquishment of Easement

   Recording Date: February 1, 1982
   Recording No.: 855876

SCHEDULE B
(continued)

7. Easement Agreement

   Executed by: Port of Benton, a municipal corporation and City of Richland, a municipal corporation
   Recording Date: March 25, 1981
   Recording No.: 838697

8. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

   Granted to: Cascade Natural Gas Corporation, its successors and assigns
   Purpose: Pipelines for oil and Gas
   Recording Date: September 22, 1981
   Recording No.: 849547

9. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

   Granted to: Cascade Natural Gas Corporation
   Purpose: Pipeline for oil and gas
   Recording Date: September 23, 1981
   Recording No.: 849561

10. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Record Survey 3530:

    Recording No: 2005-35560

11. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

    Granted to: United States of America
    Purpose: Grant of Easement
    Recording Date: October 14, 2005
    Recording No.: 2005-35561

12. Property Use and Development Agreement between the City of Richland and Port of Benton recorded March 9, 2009 under Auditor's File No. 2009-5861

13. Any question that may arise due to shifting and changing in the course, boundaries or high water line of Columbia River.

14. Any prohibition or limitation of use, occupancy or improvement of the Land resulting from the rights of the public or riparian owners to use any portion which is now or was formerly covered by water.

END OF SCHEDULE B

PROJECT DESCRIPTION

PORT OF BENTON BARGE COMPLEX SHORE POWER DEPLOYMENT

1. PURPOSE

The Port of Benton (POB) seeks to deploy zero-emission shore-side power infrastructure and expand existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers, as well as accommodate additional vessels.

2. NEED

In 1962, POB's comprehensive plan included adding a dock to the Port's waterfront property. The High Dock serves as a public facility for barge loading and other waterborne cargo and supports infrastructure for irrigation water withdrawal. Constructed in 1965, it provided irrigation water to adjacent agricultural lands and barge access to Port industrial property, which was then served by rail. Battelle Memorial Institute was granted pump station access as part of the original construction. The facility has since been expanded to increase pumping capacity for the City of Richland. A portion of the dock is currently leased by Lampson and the City of Richland, with Lampson conducting break-bulk cargo operations using a ring crane. Additional users have expressed interest in mooring at the facility, including Columbia River tug operators and American Cruise Lines (ACL). The Port of Benton is pursuing nearby industrial development, including the proposed Atlas Argo zero-carbon fertilizer plant, valued at $1 billion, which would utilize the dock for cargo operations.

The existing fence at the High Dock facility is insufficient in providing security for equipment on the property. A new chain-link fence and gate are proposed to address security concerns.

In 2024, POB received a $2.7 million Port Electrification Grant from the Washington Department of Transportation (WSDOT) to install a zero-emission shore power unit to power essential functions of marine vessels and cruise ships, allowing their auxiliary engines to shut off instead of idling, significantly reducing air emissions. The High Dock is a part of the M-84 green corridor connected to markets throughout the Northwest via the Columbia River. Connected ports include Vancouver, Kalama, Longview, and Clarkston in Washington and Portland, Oregon. Goods may access intercoastal barge traffic via the Northwest Seaport Alliance ports of Seattle and Tacoma. The M-84 green corridor also allows for some relief for land-based routes that may be heavily congested from traffic. The U.S Department of Transportation (USDOT) highlights that increasing the use of water routes, such as the M-84 green corridor, parallel to land-based routes, can help mitigate landside congestion, reduce air emissions, and conserve energy.

The proposed project aims to accommodate additional vessels and their associated users. The shore-side power component would help reduce emissions, support sustainable growth operations, and enhance the Port's ability to serve a growing range of commercial users. The proposed infrastructure would support the state's 100% carbon-free electricity mandates and the Tri-Cities' shared vision of being a model for a net-zero emissions community.

3. LOCATION

Latitude	Longitude	Watershed	Water Resource Inventory Area	Hydrologic Unit Code
46.351204°	-119.266375°	Esquatzel Coulee Watershed	36	170200

Section	Township	Range	Meridian
14	10N	28E	Willamette

4. DRIVING INSTRUCTIONS

To reach the project site from the Pasco Tri Cities Airport, head west on W Argent Road toward N 20th Ave, turn left to merge onto I-182 W. Continue to Richland. Take exit 5B from I-182 W. Continue on George Washington Way for 6.7 miles and turn right onto 11th. Proceed for 0.1 miles and turn left onto Port of Benton Boulevard. Continue for 0.1 miles; the project site is located on the left.

5. ADJACENT LAND OWNERSHIP

Name	Mailing Address	Tax Parcel #
Department of Energy	PO Box 550, Richland, WA, 99352	114081000001005
Kambash LLC	8620 W Gage Blvd St A	114084013322001

6. DESCRIPTION

POB seeks to deploy zero-emission shore-side power infrastructure and expand existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers, as well as accommodate additional vessels.

Construction will utilize both land-based and barge-mounted equipment. Selective demolition of the existing site will occur to facilitate the new construction of the Barge Complex. Construction will include a new floating dock complex and three monopile dolphins; expansion of the gravel loading and utility area and returning it to an acceptable elevation; installation of new electrical equipment to provide shore power at the dock; and installation of a new fence.

6.1 DEMOLITION

Demolition activities include minor clearing and grubbing to install new gravel loading and utility pads. One tree may be removed. New shoreline plantings would be installed to compensate for this. Some brush clearing and trimming are also anticipated to install gangway access to the floating dock complex, but would be minimized to the extent possible.

Other demolition activities include salvaging existing Ecoblocks, and removal of the existing fence and gate on the west side of the high dock.

6.2 FLOATING DOCK COMPLEX

Installation of the new floating dock complex is intended to provide a flexible mooring and shore power deployment area that a multitude of vessels can utilize.

The proposed floating dock complex consists of two concrete fixed piers, grated gangways, and a grated 12' x 60' floating dock, to be installed south of the existing High Dock, providing sufficient clearance for the irrigation infrastructure.

Temporary template piles (up to 30" diameter pipe piles or equivalent) would be installed to facilitate accurate installations of permanent piles, with temporary piles being removed following permanent pile installation. Temporary piles would be installed and removed using vibratory methods only.

16" and 24" diameter steel piles would be installed to support the piers and float, respectively. All piles would be driven with a vibratory hammer from a barge-based crane. Following vibratory installation, the piles would be proofed with an impact hammer to achieve the design bearing capacity or minimum design embedment.

Utilities, including fire and electricity, and the required safety equipment would be installed following the floating dock complex construction. No structures are proposed to be erected on the floating dock complex.

6.3 MONOPILE DOLPHINS

Three monopile dolphins would be installed along the edge of the floating dock complex to provide larger vessel mooring capabilities for a variety of facility users, ranging from ACL vessels to tidewater tugs and barges.

These three dolphins would be comprised of one 30" diameter steel pipe pile each. Following dolphin installation, piles would be cut off at the specified elevation to install the prefabricated floating fender and bird cap.

Similar to the installation of the floating dock complex, temporary template piles would be installed to facilitate permanent pile installation. A vibratory hammer would be used to install piles to refusal, and then the dolphin piles would be driven with an impact hammer to design tip. DTH drilling may occur for dolphin piles if bedrock is encountered to achieve embedment. Temporary piles would also be removed following permanent pile installation.

6.4 GRAVEL LOADING AND UTILITY AREA

The uplands portion of the project can be used for industrial staging and provides trucking access for companies to transport products. Currently, the existing gravel loading and utility area surrounding the High Dock has been significantly degraded by stormwater erosion, compromising its usability. Improvement of this area is necessary to provide sufficient space for utilities and pedestrian access to the facility.

Fill sourced from an established and permitted source would be placed to expand and return the area to an acceptable elevation. At the edge of the proposed fill, rock would be placed to prevent erosion.

An excavator would be used to bring the existing drainage ditches on either side of the gravel area back to appropriate conditions. Rock would be added to the drainage ditch outlet sections for erosion and scour protection.

No fill is proposed below the normal full pool (NFP) elevation.

6.5 SHORE-SIDE POWER DEPLOYMENT & UTILITIES

New electrical equipment to provide shore power at the dock will be constructed in the upland utility area. This equipment consists of transformers, electrical cabinets, CTs, breakers, etc., and cable routing to the dock.

Upland trenching is required for utility installations; however, this would be temporary and the areas would be backfilled upon completion.

6.6 OTHER UPLAND IMPROVEMENTS

This project also includes a new electric gate, fence, and lighting infrastructure for enhanced security. Gravel may be added to the existing gravel access area for improvement.

7. QUANTITIES

Table 1. Project Structures in Non-Tidal Waters

Item	Project Total	Below NFP[1] (EL = 343.39)
Fixed 1 gangway (sq ft)	480	82.4
Fixed Pier - Intermediate (sq ft)	39	39.0
Fixed 2 gangway (sq ft)	464.4	464.4
Fixed Pier (sq ft)	290	290.0
Gangway (sq ft)	300	300.0
Floating dock (sq ft)	720	720.0

Table 2. Upland Fill and Excavation

Item	Project Total	Below NFP[1] (EL = 343.39)
Gravel Loading and Utility Area and Gravel Access Fill Volume (CY)	1,000	0
Gravel Loading and Utility Area and Gravel Access Footprint Area (sq ft)	42,200	0
Drainage Ditch Excavation Volume (CY)	200	0
Drainage Ditch Excavation Area (sq ft)	3,700	0

[1] NFP = Normal Full Pool

Table 3. Piles driven in non-tidal waters

	Construction Method	Project Total	Below NFP (EL =343.39)	Max. Piles per Day	Mins./Strikes per Pile	Average Piles per Day	Days of Effort
Fixed piers steel 16” round pile	Vibratory	5	5	5	30 minutes	3	4
Temporary 30” steel round pile OR Equivalent H-pile	Vibratory	25	25	12	30 minutes	4	10
Float steel 24” round pile	Vibratory	2	2	2	60 minutes	2	2
	Impact*			2	2400 blows	2	4
	DTH**			2	180 minutes	1	6
Dolphin steel 30” round pile	Vibratory	3	3	3	60 minutes	2	5
	Impact*			3	2400 blows	2	5
	DTH**			3	180 minutes	2	7

*Vibratory hammers will be used whenever feasible for driving piles. Impact driving may be used to proof indicated piles.

**DTH drilling may be used on float and dolphin piles to achieve embedment.

8. SCHEDULE AND DURATION:

The project would commence on the earliest day feasible upon authorization and span a duration of approximately nine months. For in-water work, the first in-water work window following permit authorization and would span the duration of the window. Work is planned to initiate upon the first in-water work window the project meets, following authorization. Preliminary coordination with the Washington Department of Fish and Wildlife (WDFW) indicates an in-water work window from December 1st to February 28th. Therefore, in-water work would not take place outside this window.

9. BEST MANAGEMENT PRACTICES

Construction will use the following best management practices (BMPs) to prevent impacts to waters of the U.S. (WOTUS):

- Fill/riprap materials placed in WOTUS will be clean blasted rock with relatively few fines to reduce impacts from turbidity and/or sedimentation.
- Emissions during construction will be limited by implementing BMPs for dust suppression (e.g., applying water, covering stockpiles) and requiring that all construction vehicles and equipment employ legally required emission controls.
- To the extent possible, construction and staging areas will be designed to reduce equipment wait times and engine idling. These measures will reduce fuel consumption and emissions.
- The floating dock complex will be maintained in a manner that does not introduce any pollutants or debris into the river or cause a migration barrier for fish.
- During the use of an impact hammer, a sound attenuating bubble curtain will be installed
- to reduce sound pressure levels.
- During the use of an impact hammer, a wooden block at least six inches thick will be fitted onto the steel pile to dampen sound
- Low-intensity lights required for safety would be utilized to prevent adverse impacts to aquatic species.
- Fuels, lubricants, and other hazardous substances used during construction will not be stored below the normal full pool elevation.
- All work conducted below the NFP elevation will occur during the WDFW-preferred in-water work window for the upper Columbia River within the project reach (December 1 – February 28), a period when ESA-listed salmonid species are less likely to be present within the vicinity of the project area.
- A Pollution Control Plan (PCP) will be prepared by the contractor and carried out commensurate with the scope of the project that includes the following:
    - Best Management Practices to confine, remove, and dispose of construction waste.
    - Procedures to contain and control a spill of any hazardous material.
- All equipment will be inspected daily for fluid leaks. Any leaks detected will be repaired before operation is resumed. All equipment operated over the OHW will be diapered to prevent leaks.
- Brush clearing and trimming would be kept to the lowest extent feasible.
- Shoreline plantings would be installed to compensate for potential tree removal.
- Review of best available data on migratory bird nesting will be conducted prior to construction to prevent impacts to protected bird species during clearing (if applicable). If possible, clearing will be performed outside of seasonal nesting windows.

- Standard erosion control BMPs will be employed to reduce or eliminate any impacts to surface, ground, and runoff water, and drainage patterns. These BMPs may include:
    - Marked clearing limits, silt fencing, deployment of a debris turbidity curtain, and periodic watering during dry weather to control dust.

10. MITIGATION

10.1 AVOIDANCE

WOTUS could not be entirely avoided. Portions of the project, including the float complex and moorage piles, are dependent on marine access. Fill placement for the gravel loading and utility area was designed to avoid WOTUS and would be placed above the normal full pool (NFP) elevation.

10.2 MINIMIZATION

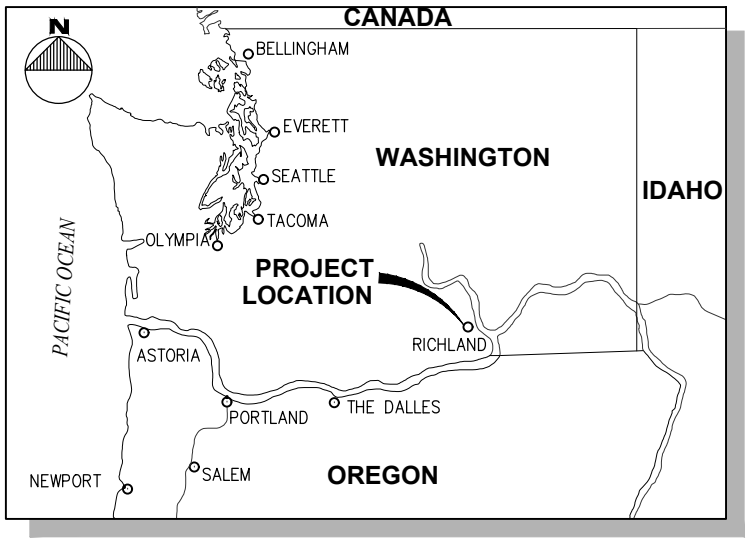
The floating dock and fixed pier complex were designed to limit structure and pile sizes to the smallest extent feasible to minimize impacts to WOTUS and nearshore habitats. The floating dock and gangways would incorporate grating to minimize impacts and allow for light penetration. The solid fixed piers would be installed at a favorable elevation to facilitate light penetration.

The uplands fill for the gravel loading and utility area has been minimized to the smallest extent feasible and would improve stormwater conveyance in the project area.

Incorporation of the proposed BMPs listed above will avoid and minimize impacts to WOTUS to the extent possible.

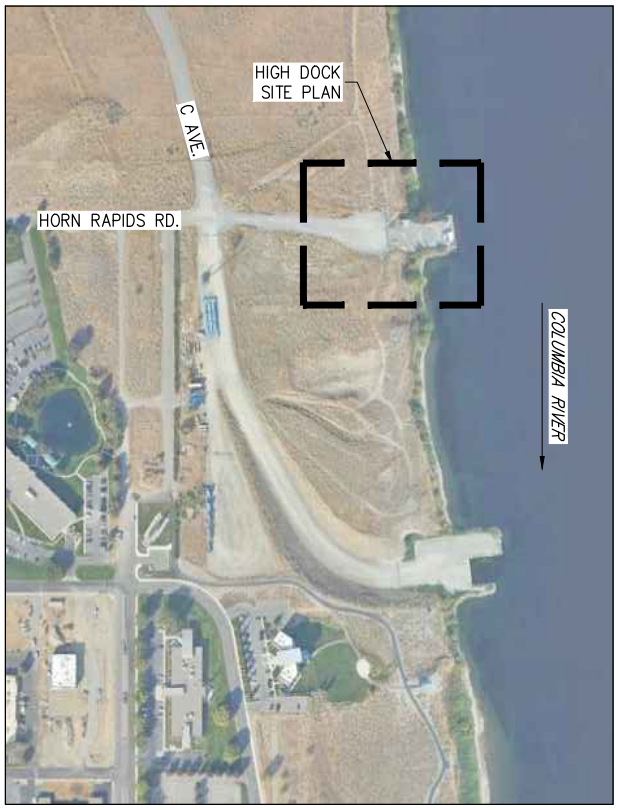
10.3 COMPENSATION

The project results in a minor loss of WOTUS, and the project is being constructed in a busy industrial port facility. As such, no compensatory mitigation is proposed for that purpose. One tree may be removed during construction. New shoreline plantings would be installed to compensate for this.



LOCATION MAP

NOT TO SCALE



VICINITY MAP

NOT TO SCALE

SHEET TITLE	NO.
MAPS AND SHEET INDEX	1
EXISTING SITE PLAN	2
PROPOSED SITE PLAN	3
PROJECT ELEMENT SCHEDULE	4
DEMOLITION PLAN	5
PROPOSED PLAN (1)	6
PROPOSED PLAN (2)	7
PROPOSED DOCK PROFILE	8
FLOAT DETAILS	9
INTERMEDIATE PIER DETAILS	10
FIXED PIER DETAILS	11

SCHEDULE NOTES

THE PROJECT IS ANTICIPATED TO SPAN A DURATION OF NINE MONTHS. IN-WATER WORK IS PLANNED TO INITIATE UPON THE FIRST IN-WATER WORK WINDOW THE PROJECT MEETS, FOLLOWING AUTHORIZATION. THE ANTICIPATED IN-WATER WORK WINDOW IS FROM DECEMBER 1ST TO FEBRUARY 28TH. ALL IN-WATER WORK WOULD BE COMPLETED IN THIS WINDOW.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
TOWNSHIP/RANGE: SEC 14, T10N, R28E
LATITUDE, LONGITUDE: 46.351204°, -119.266375°
ADJACENT PROPERTY OWNERS: KAMBASH LLC. DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

MAPS AND SHEET INDEX

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY: PORT OF BENTON
DATE: MARCH 2026
SHEET 1 **OF** 11

4/8/26
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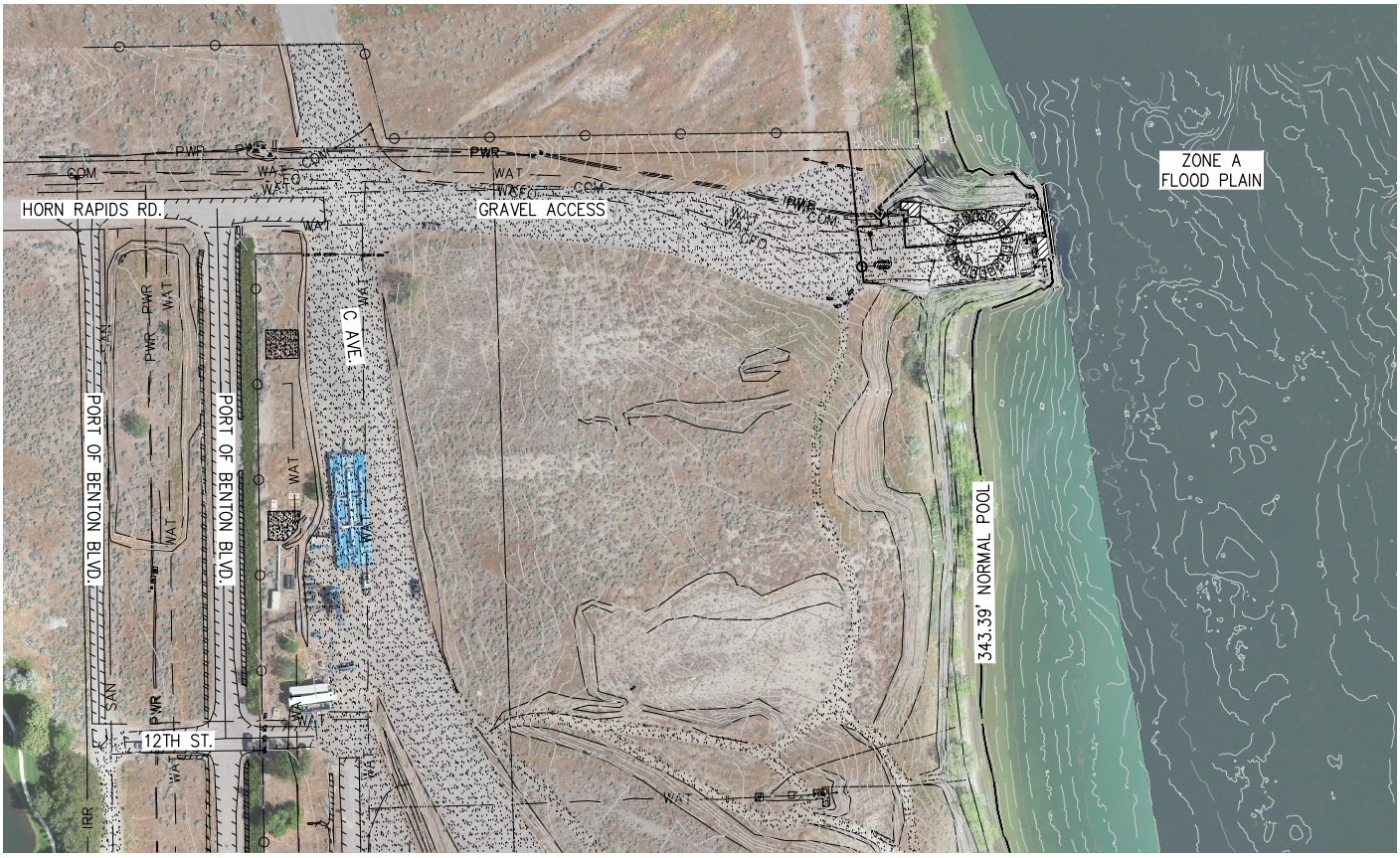

EXISTING SITE PLAN

0 50 100 200 300 FT.

DESIGN WATER LEVEL ELEVATIONS	
RIVER ELEVATIONS	NAVD 88 ELEV.
MAXIMUM (FLOOD) POOL ELEVATION	360.39'
DESIGN MAXIMUM WATER ELEVATION	349.39'
NORMAL FULL POOL ELEVATION	343.39'
MINIMUM POOL ELEVATION	338.39'

SOURCE: US ARMY CORPS OF ENGINEERS
MCNARY DAM RESERVOIR HYDROLOGIC DATA.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

EXISTING SITE PLAN

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 2 **OF** 11

3/31/26
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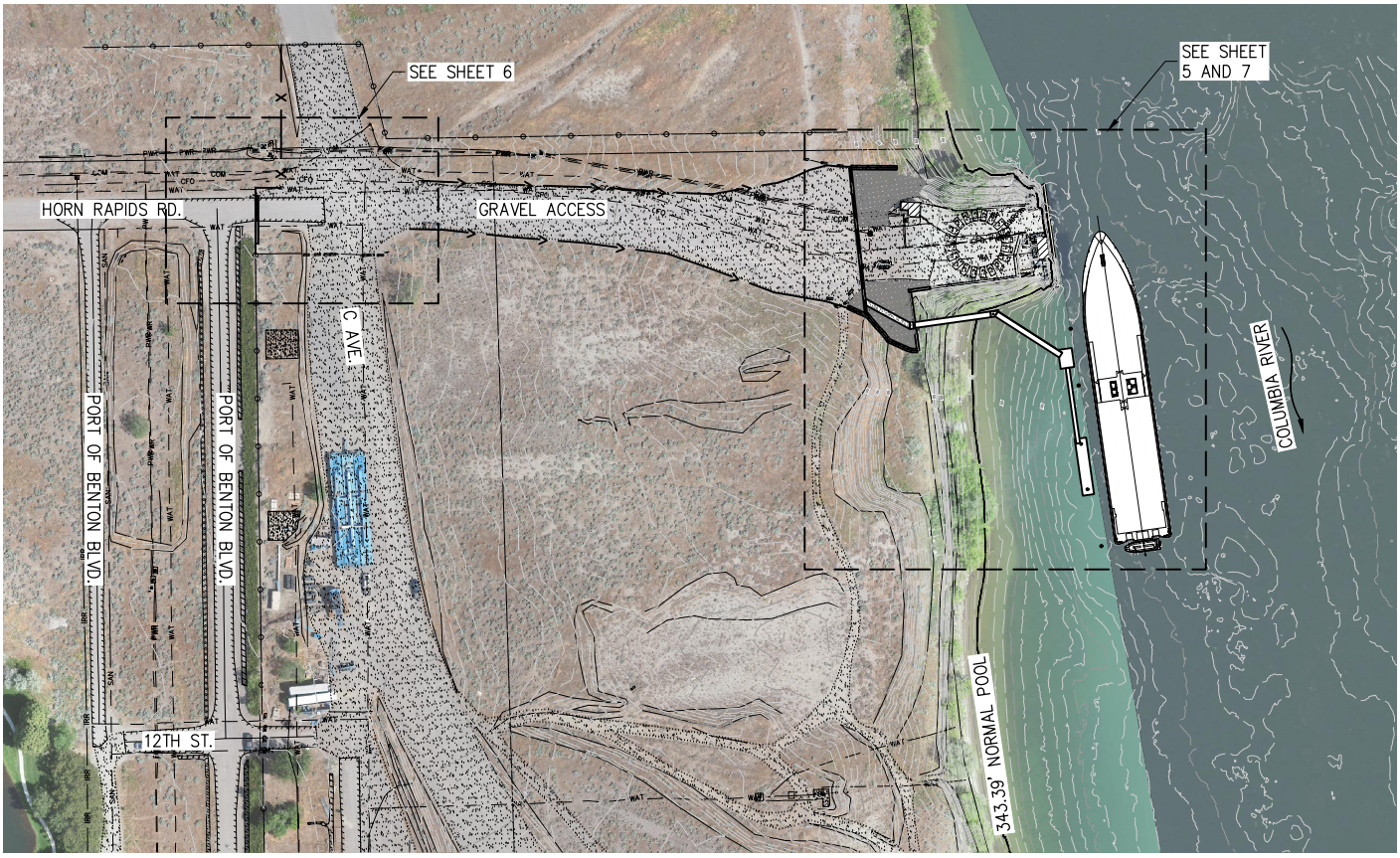

PROPOSED SITE PLAN

0 50 100 200 300 FT.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
TOWNSHIP/RANGE:
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46.351204°, -119.266375°
ADJACENT PROPERTY OWNERS:
KAMBASH LLC.
DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

PROPOSED SITE PLAN

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 3 **OF** 11

3/31/26
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PROPOSED DEMOLITION		
#	ELEMENT DESCRIPTION	DESCRIPTION
①	FENCE	REMOVE 351 LF OF SECURITY FENCING
②	ECOBLOCKS	SALVAGE AND RELOCATE
③	COMMUNICATION LINE	REROUTE EXISTING LINE THROUGH RETAINING WALL

PROPOSED IMPROVEMENT		
#	ELEMENT DESCRIPTION	DESCRIPTION
◇1	FENCE	INSTALL 229 LF OF SECURITY FENCING AND SECURITY GATE, GATE ELECTRICAL BY OTHERS
◇2	GRAVEL LOADING & UTILITY AREA	INSTALL FLAT GRAVEL AREAS ADJACENT TO HIGH DOCK FOR LOADING AND UTILITIES
◇3	ABUTMENT	INSTALL NEW ABUTMENT FOR UPLAND GANGWAY TIE IN
◇4	FIXED GANGWAY	INSTALL (2) 80 LF x 6 FT WIDE GANGWAYS
◇5	INTERMEDIATE SUPPORT AND FIXED PIER	INSTALL (1) INTERMEDIATE SUPPORT AND (1) 16"ø ASSOCIATED PILE BETWEEN THE 2 LENGTHS OF FIXED GANGWAY, (1) 14.5'x20' FIXED PIER FOR GANGWAY TIE IN AND (4) 16"ø SUPPORT PILES
◇6	FLOATING DOCK AND GRATED GANGWAY	INSTALL (1) 80 LF x 4 FT WIDE GANGWAY, (1) 12'x60' FLOAT, AND (2) 24"ø FLOAT PILES
◇7	MONOPILE DOLPHIN	INSTALL (3) 30"ø MONOPILE DOLPHINS
◇8	DRAINAGE DITCH AND OUTLET	INSTALL DRAINAGE DITCH AND ASSOCIATED OUTLET
◇9	CONCRETE VALLEY DRAIN	INSTALL NEW CONCRETE VALLEY DRAIN

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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PORT OF BENTON

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PROJECT ELEMENTS SCHEDULE

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 4 **OF** 11

4/8/26
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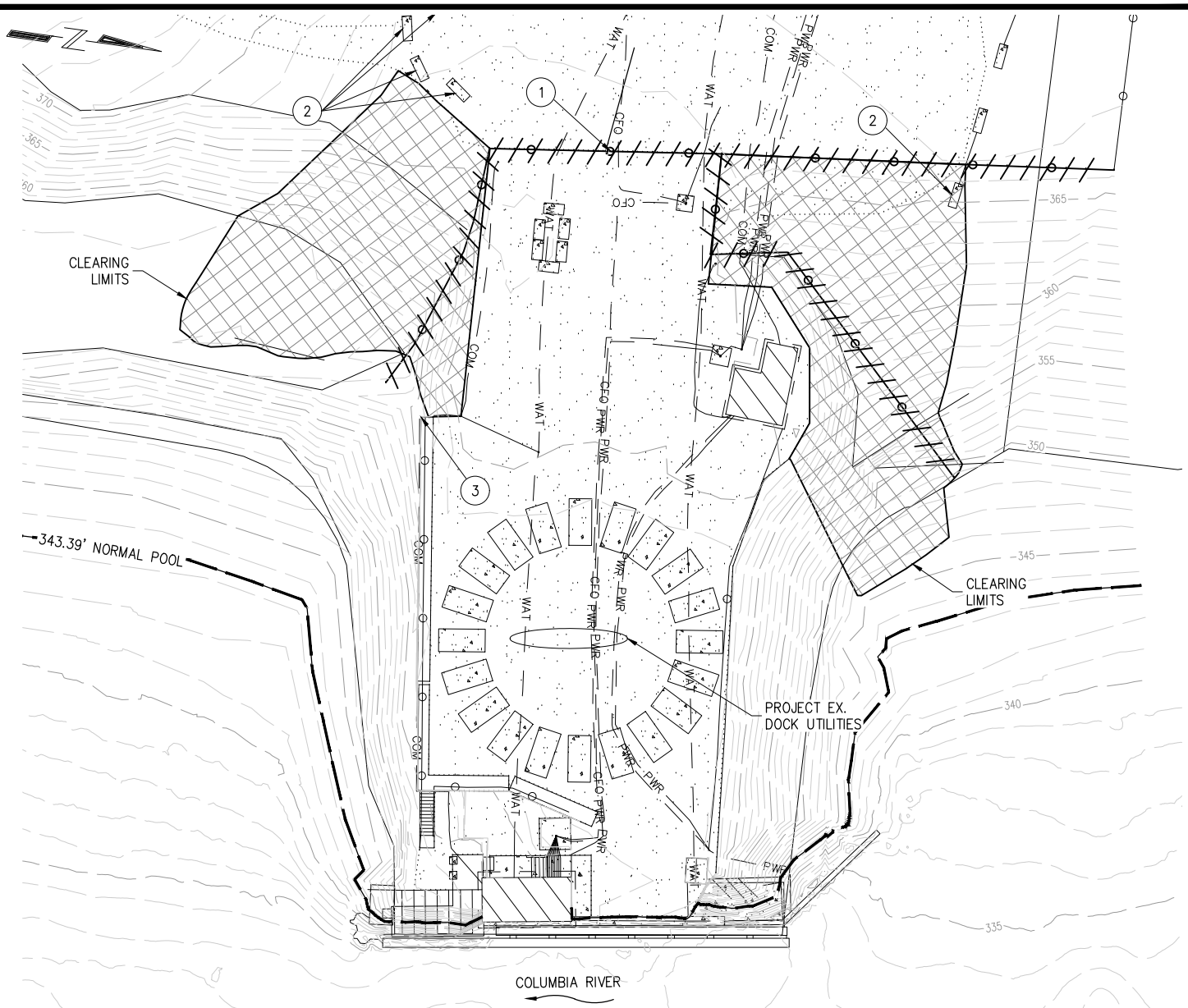

ELEMENT DESCRIPTION

1	DEMOLISH EXISTING WALL AND GATE
2	SALVAGE AND RELOCATE ECOBLOCKS
3	ROUTE EXISTING COMMUNICATION LINE THROUGH NEW RETAINING WALL

DEMOLITION PLAN

0 5 10 20 40 60 FT.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
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DEMOLITION PLAN

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 5 **OF** 11

3/31/26
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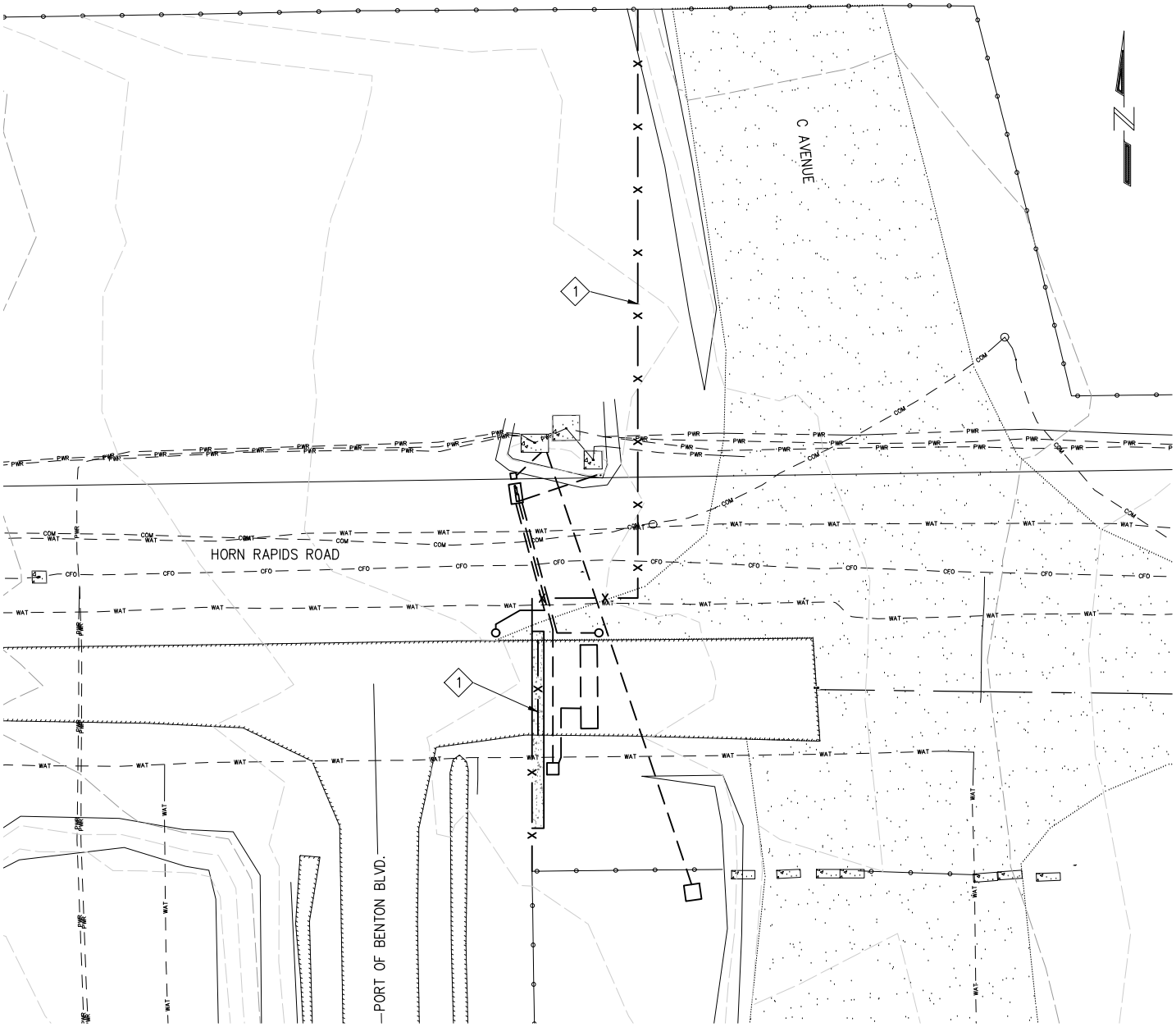

ELEMENT DESCRIPTION

1 FENCE

SITE PLAN - GATE

0 5 10 20 40 60 FT.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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SEC 14, T10N, R28E
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DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

PROPOSED PLAN (1)

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 6 **OF** 11

3/27/26
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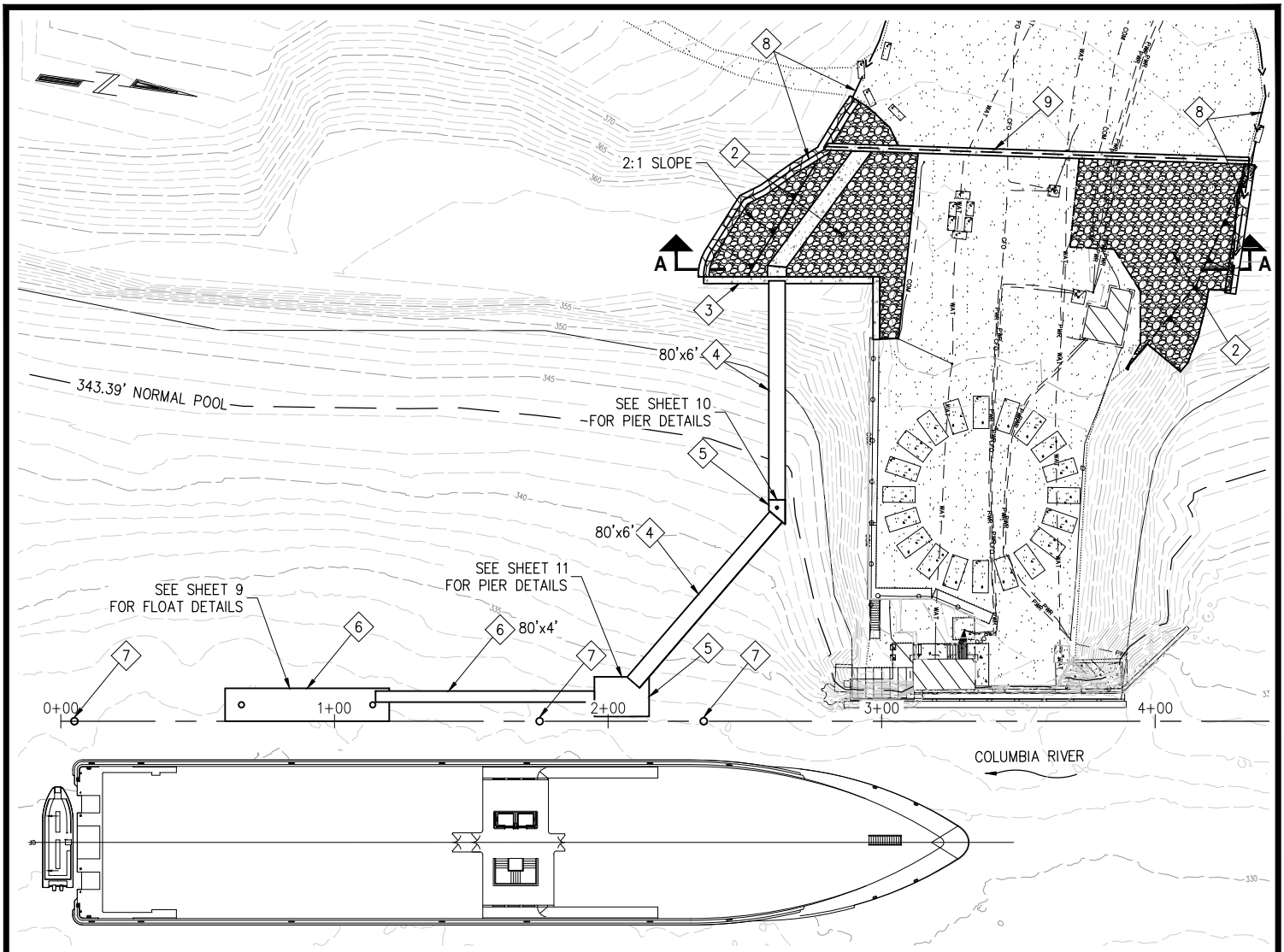

ELEMENT DESCRIPTION

2	GRAVEL LOADING AND UTILITY AREA
3	ABUTMENT
4	FIXED GANGWAY
5	INTERMEDIATE SUPPORT AND FIXED PIER
6	FLOATING DOCK AND GANGWAY
7	MONOPILE DOLPHIN 30"ø
8	DRAINAGE DITCH AND OUTLET
9	CONCRETE VALLEY DRAIN

SITE PLAN - DOCK

0 10 20 30 60 90 FT.

NEW OVERWATER COVERAGE	
AREA	SQ. FT
FIXED GANGWAY 1	82.4
FIXED GANGWAY 1	464.4
FIXED PIER INTERMEDIATE	39.0
FIXED PIER	290.0
FLOATING DOCK	720.0
GANGWAY	300.0
TOTAL	1895.8
NET INCREASE	1895.8

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

PROPOSED PLAN (2)

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 7 **OF** 11

4/8/26
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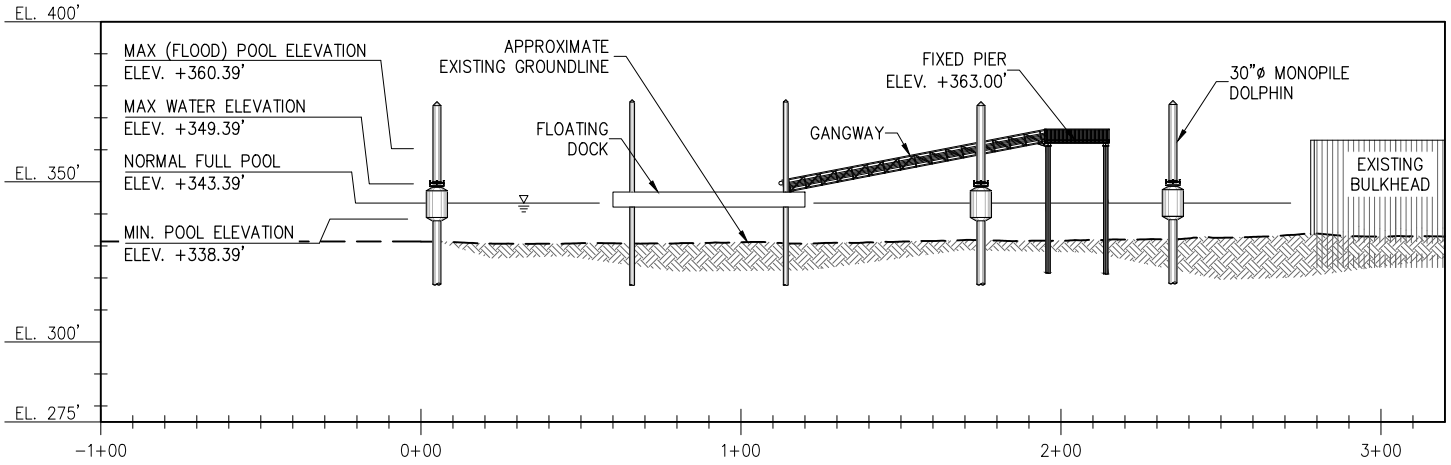
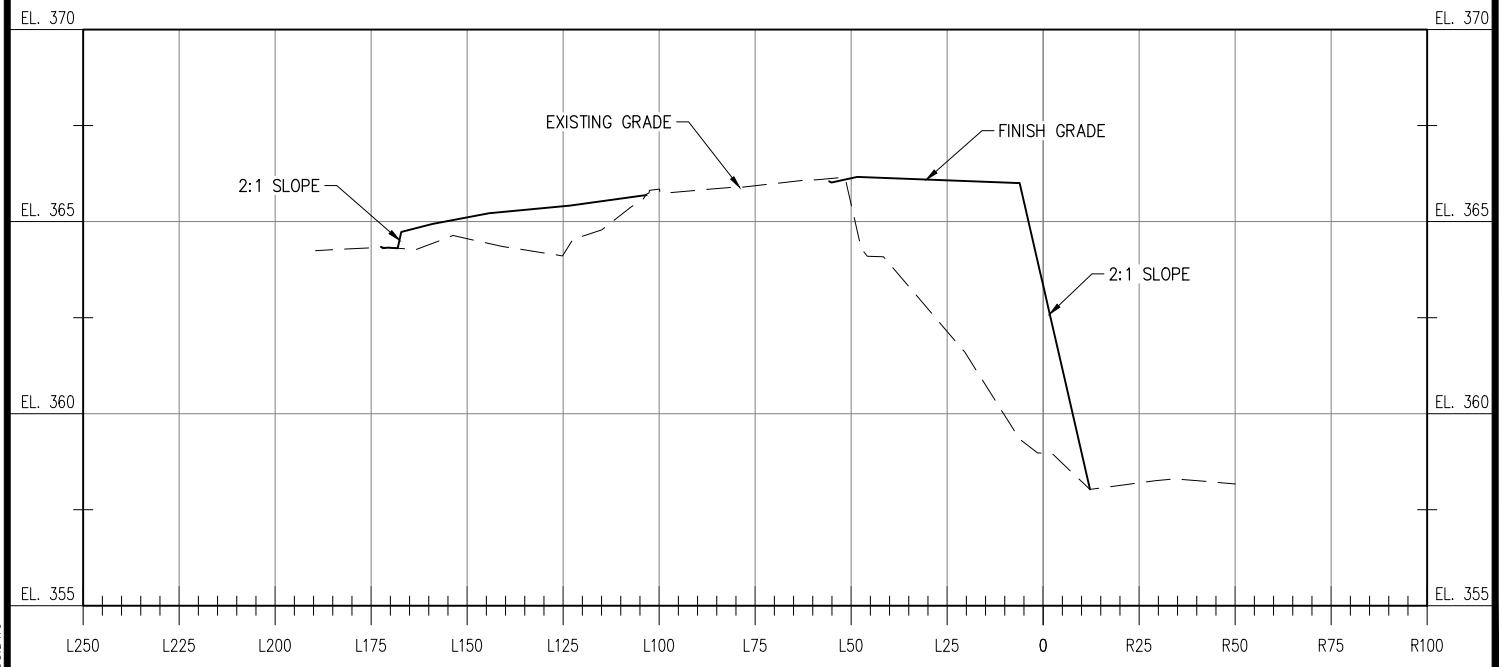


FLOATING DOCK PROFILE

0 10 20 30 60 90 FT.



SECTION A-A

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

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3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

PROPOSED DOCK PROFILE

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 8 **OF** 11

3/27/26
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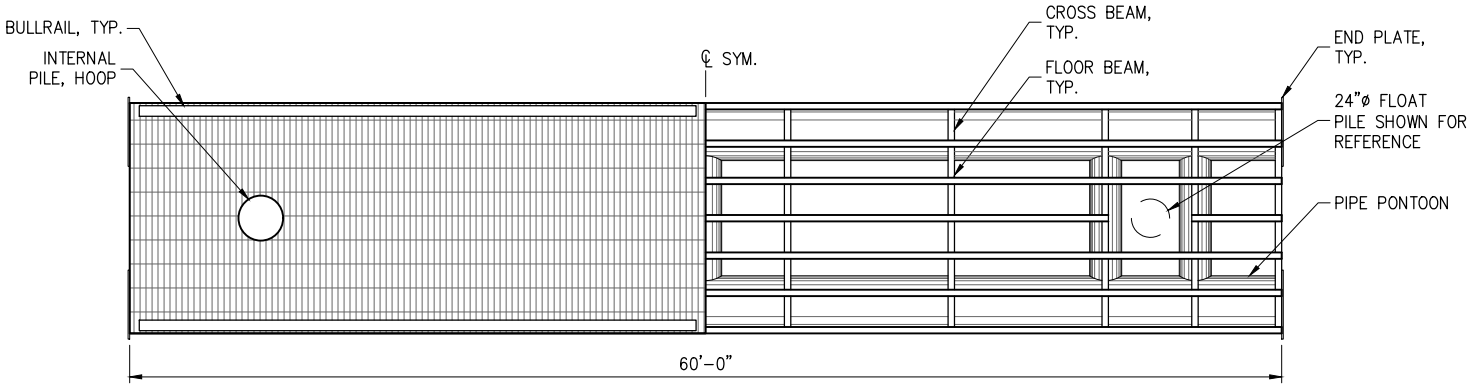
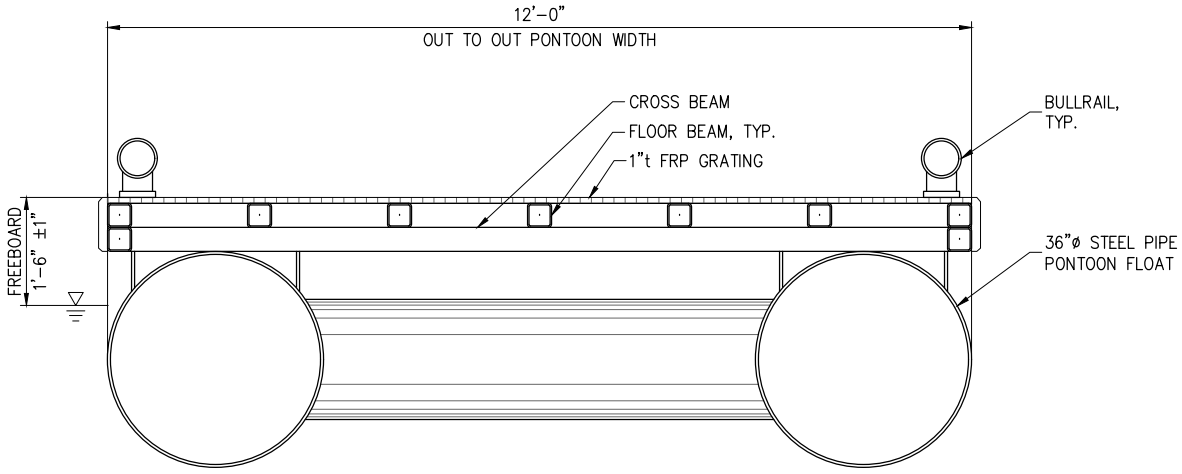


PLAN



SECTION

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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LATITUDE, LONGITUDE: 46.351204°, -119.266375°
ADJACENT PROPERTY OWNERS: KAMBASH LLC. DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

FLOAT DETAILS

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY: PORT OF BENTON
DATE: MARCH 2026
SHEET 9 **OF** 11

3/26/26
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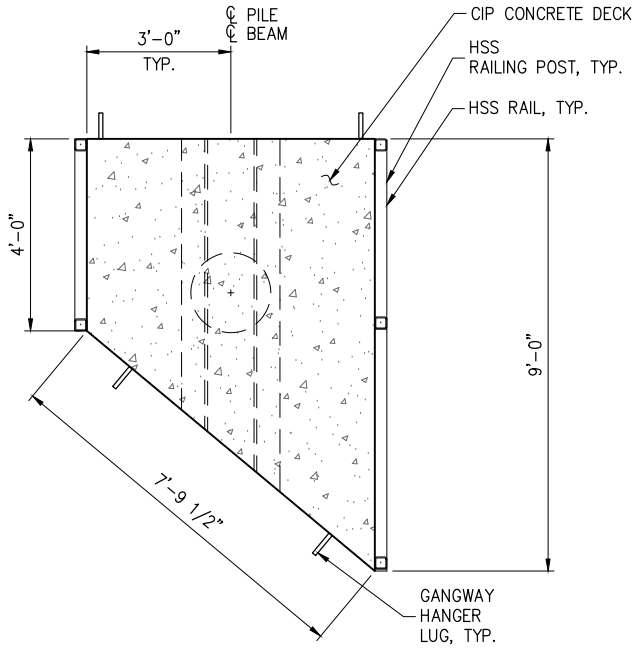

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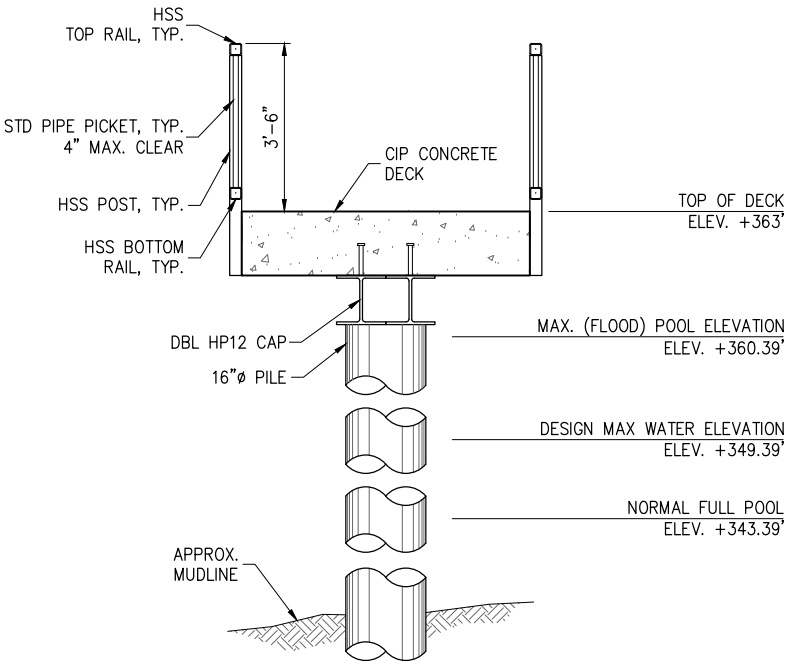

SECTION

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

INTERMEDIATE PIER DETAILS

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 10 **OF** 11

3/27/26
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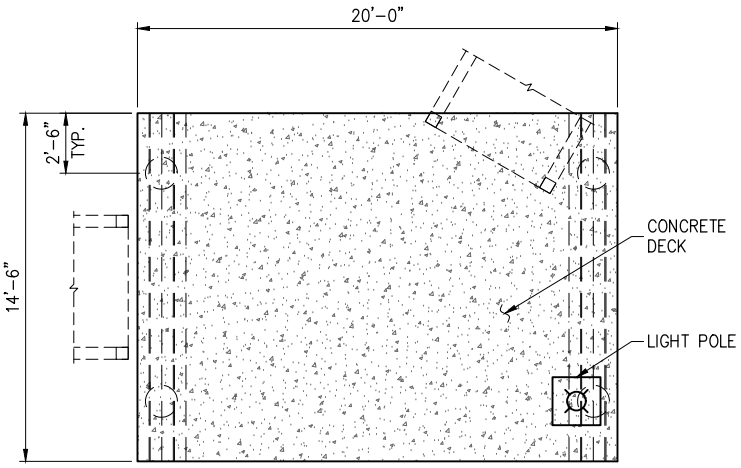

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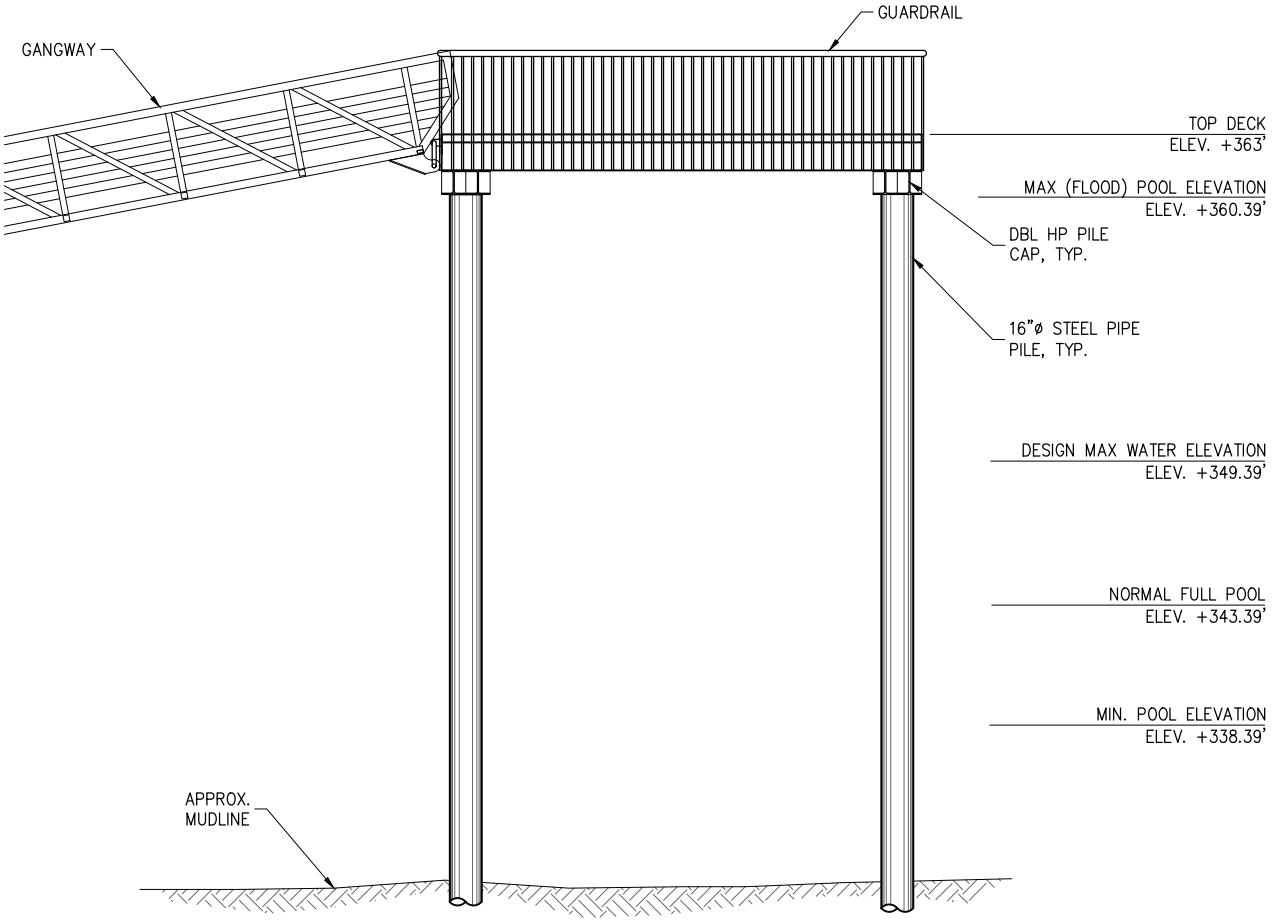

VIEW

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
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DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

FIXED PIER DETAILS

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 11 **OF** 11

3/27/26
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SEPA[1] Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in "Part B: Environmental Elements" that do not contribute meaningfully to the analysis of the proposal.

[1] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance

A.Background

Find help answering background questions[2]

1. **Name of proposed project, if applicable:**

   Port of Benton Barge Complex Shore Power Deployment

2. **Name of applicant:**

   Port of Benton, Brandin Lopez.

3. **Address and phone number of applicant and contact person:**

   Applicant Address & Phone Number:

   - 3250 Port of Benton Blvd. Richland, WA 99354
   - 509-375-3060

   Contact Person Address & Phone Number (PND Engineers, Inc):

   - 1009 North Center Parkway, Suite 208, Kennewick, WA 99336
   - 206-315-6834 for Chase Castona (Project Engineer) or 206-315-6810 for Jessica Ngo (Environmental Scientist).

4. **Date checklist prepared:**

   April 22, 2026

5. **Agency requesting checklist:**

   City of Richland.

6. **Proposed timing of schedule (including phasing, if applicable):**

   In-water work is planned to initiate upon the first in-water work window the project meets, following authorization. Preliminary coordination with the Washington Department of Fish and Wildlife (WDFW) indicates an in-water work window from December 1st to February 28th.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

   No plans for future additions, expansions, or further activities related to this proposal are anticipated aside from minor anode installation along the High Dock to address corrosion.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

   A JARPA application, Biological Assessment, and City of Richland pre-application package will be prepared for this proposal.

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

[2] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background

None known.

10. List any government approvals or permits that will be needed for your proposal, if known.

- Pre-application meeting with the City of Richland
- USFWS and NMFS ESA consultations
- NMFS EFH consultation
- USACE Individual Permit
- WDFW Hydraulic Project Approval
- City of Richland Shoreline Permit
- Critical Areas Report
- City of Richland Building Permits

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Port of Benton (POB) seeks to deploy zero-emission shore-side power infrastructure and expand existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers, as well as accommodate additional vessels.

In 1962, POB's comprehensive plan included adding a dock to the Port's waterfront property. The High Dock serves as a public facility for barge loading and other waterborne cargo and supports infrastructure for irrigation water withdrawal. Constructed in 1965, it provided irrigation water to adjacent agricultural lands and barge access to Port industrial property, which was then served by rail. Battelle Memorial Institute was granted pump station access as part of the original construction. The facility has since been expanded to increase pumping capacity for the City of Richland. A portion of the dock is currently leased by Lampson and the City of Richland, with Lampson conducting break-bulk cargo operations using a ring crane. Additional users have expressed interest in mooring at the facility, including Columbia River tug operators and American Cruise Lines (ACL). The Port of Benton is pursuing nearby industrial development, including the proposed Atlas Argo zero-carbon fertilizer plant, valued at $1 billion, which would utilize the dock for cargo operations.

The existing fence at the High Dock facility is insufficient in providing security for equipment on the property. A new chain-link fence and gate are proposed to address security concerns.

In 2024, POB received a $2.7 million Port Electrification Grant from the Washington Department of Transportation (WSDOT) to install a zero-emission shore power unit to power essential functions of marine vessels and cruise ships, allowing their auxiliary engines to shut off instead of idling, significantly reducing air emissions. The High Dock is a part of the M-84 green corridor connected to markets throughout the Northwest via the Columbia

River. Connected ports include Vancouver, Kalama, Longview, and Clarkston in Washington and Portland, Oregon. Goods may access intercoastal barge traffic via the Northwest Seaport Alliance ports of Seattle and Tacoma. The M-84 green corridor also allows for some relief for land-based routes that may be heavily congested from traffic. The U.S Department of Transportation (USDOT) highlights that increasing the use of water routes, such as the M-84 green corridor, parallel to land-based routes, can help mitigate landside congestion, reduce air emissions, and conserve energy.

The proposed project aims to accommodate additional vessels and their associated users. The shore-side power component would help reduce emissions, support sustainable growth operations, and enhance the Port's ability to serve a growing range of commercial users. The proposed infrastructure would support the state's 100% carbon-free electricity mandates and the Tri-Cities' shared vision of being a model for a net-zero emissions community.

Construction will utilize both land-based and barge-mounted equipment. Selective demolition of the existing site will occur to facilitate the new construction of the Barge Complex. Construction will include a new floating dock complex and three monopile dolphins; expansion of the gravel loading and utility area and returning it to an acceptable elevation; installation of new electrical equipment to provide shore power at the dock; and installation of a new fence. Refer to the attached project description for additional details.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located in the city of Richland, Washington, in Section 14 of Township 10N and Range 28E of the Willamette Meridian. The proposed action area is located in the upper portion of the Columbia River within Lake Wallula, between the Snake River and Priest Rapids Dam at 46.351204° N latitude and -119.266375° W longitude. This area is a part of the Esquatzel Coulee Watershed, Water Resource Inventory Area (WRIA) 36, Hydrologic Unit Code (HUC) 170200. See attachments for project plans.

To reach the project site from the Pasco Tri Cities Airport, head west on W Argent Road toward N 20th Ave, turn left to merge onto I-182 W. Continue to Richland. Take exit 5B from I-182 W. Continue on George Washington Way for 6.7 miles and turn right onto 11th. Proceed for 0.1 miles and turn left onto Port of Benton Boulevard. Continue for 0.1 miles; the project site is located on the left.

B.Environmental Elements

1. Earth

Find help answering earth questions[3]

a. General description of the site:

The project site is located on a generally flat to gently rolling upland that transitions into a moderately sloped shoreline along a non-tidal river. The area includes freshwater shorelands and bedlands where the slip and high dock are leased to the U.S. Navy, with industrial access allowed with authorization. No steep or hazardous slopes, deep-seated slumps, or mass wasting features are evident within the project footprint. The shoreline does not contain tidelands, harbor areas, or nearshore feeder bluffs.

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

b. What is the steepest slope on the site (approximate percent slope)?

The U.S. Department of Agriculture Natural Resource Survey Web Soil Survey (USDA NRCS) identified slopes of up to 15% at the project site.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to the USDA NRCS Websoil Survey, the site is mapped as containing the following soils:

- a Quincy loamy sand, 2-15% slopes, which covers the majority of the project area; and
- Xeric Torripsamments-Xeric Haplocambids-Xeric Torriorthents association with a 0-5% slope.

No agricultural soils or agricultural lands of long-term commercial significance were identified.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Inefficient stormwater conveyance has resulted in erosion at the gravel unloading area. No other history of unstable soils at the site were identified. The project area was not identified by the City of Richland's Critical Areas Mapper to have geologic hazards present.

[3] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Currently, the existing gravel loading and utility area surrounding the High Dock is heavily eroded by stormwater to the point where usability is impacted. The upland portion of the project area can be used for staging and bus loading. The Port of Benton provides barge, rail, and trucking access for companies to transport products. Fill sourced from an established and permitted source would be placed to expand and return the area to an acceptable elevation. Improvement of this area is necessary to provide sufficient space for utilities, pedestrian access to the facility. Approximately 1,000 CY of fill out be placed for this purpose for an area of 42,200 sq ft.

An excavator would be used to install drainage ditches on either side of the gravel area. Rock would be added to the drainage ditch outlet sections for erosion and scour protection. This would encompass approximately 200 CY for an area of 3,700 sq ft. Approximately 1,000 CY of trenching would also occur for utility installation and compliance with the City of Richland Fire Department, but would be backfilled upon project completion.

f. Could erosion occur because of clearing, construction, or use? If so, generally describe.

Yes, there is a potential for erosion to occur during construction. Construction would involve ground-disturbing activities, including trenching for utility installation, which would be backfilled upon completion and excavation necessary for drainage ditch installation. Stormwater runoff from the work area could discharge sediment to adjacent surfaces and the Columbia River. Potential impacts from increased erosion will be minimized through implementation of standard erosion control best management practices (BMPs).

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 33,065 sq ft of impervious area exists at the project site. An additional 8,047 sq ft of impervious area is proposed for a 20% increase in impervious area at the project site.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

Standard erosion control BMPs will be employed to reduce or eliminate any impacts to surface, ground, and runoff water, and drainage patterns.

These BMPs may include marked clearing limits, silt fencing, stabilization of exposed soils, protection of existing stormwater inlets, and periodic watering during dry weather to control dust.

2. Air

Find help answering air questions[4]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

The Port of Benton plans to install a zero-emission shore-side power infrastructure at the Barge Complex. Power supplied from the grid would be used for essential functions of marine vessels and tourism cruise ships operating at the high dock, allowing their engines to be shut off instead of idling. The Port is also making upgrades to the barge complex that enable the facility to moor a variety of vessel types.

Temporary emissions would result from the use of construction equipment, dust, and vessels during project construction. Long-term, the project would support the state's 100% carbon-free electricity mandates and the Tri-Cities' shared vision of being a model for a net-zero emissions community. While larger break-bulk shipments may result in a minor increase in emissions, the overall project aims to reduce emissions at the Barge Complex through the shore-power infrastructure.

Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No off-site sources of emission or odors that may affect the proposal.

b. Proposed measures to reduce or control emissions or other impacts to air, if any:

Emissions during construction will be limited by implementing BMPs for dust suppression (e.g., applying water, covering stockpiles) and requiring that all construction vehicles and equipment employ legally required emission controls. To the extent possible, construction and staging areas will be designed to reduce equipment wait times and engine idling. These measures will reduce fuel consumption and emissions.

[4] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air

3. Water

Find help answering water questions[5]

a. Surface:

Find help answering surface water questions[6]

1. **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

   Yes. The Columbia River drains to the Pacific Ocean. Wetlands have also been identified along the river's shore on the USFWS National Wetland Inventory Mapper; however, during a critical areas survey, wetlands were verified to not be present within the project area.

2. **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

   Yes. Construction will utilize both land-based and barge-mounted equipment. In-water work will include a new floating dock complex and three monopile dolphins. Work adjacent to the water would include expansion of the gravel loading and utility area and returning it to an acceptable elevation; some demolition activity, and installation of a new fence, gate, and electrical equipment to provide shore power at the dock. See the attached project description and permit drawings (site plan attachment).

3. **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

   No fill would be removed or added below the normal full pool (NFP) elevation.

4. **Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

   No surface water diversion or withdrawals are planned for the proposed project.

5. **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

   The proposed project is located within Zone A as designed by FEMA. See site plan attachment.

6. **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

[5] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water
[6] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water

The proposed project would not result in discharges of waste material to surface waters.

b. Ground:

Find help answering ground water questions[7]

1. **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

   No groundwater withdrawals are anticipated for this project.

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

   No waste material discharges are planned for this project.

c. Water Runoff (including stormwater):

1. **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

   The project will create a slight increase in new impervious surface necessary for sufficient space for utilities, pedestrian access to the facility. Stormwater from this surface will be collected and conveyed via a drainage ditch and dispersed into the Columbia River. Rock would be added to the drainage ditch outlet sections for erosion and scour protection.

2. **Could waste materials enter ground or surface waters? If so, generally describe.**

   The proposed project would not generate waste materials.

3. **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

   The proposed project would not alter existing drainage patterns at the project site. The drainage ditch stops at the edge of the proposed improvements and allows for stormwater to disperse to its natural location before entering the Columbia River.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Standard erosion control BMPs will be employed to reduce or eliminate any impacts to surface, ground, and runoff water, and drainage patterns.

[7] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater

4. Plants

Find help answering plants questions

a. Check the types of vegetation found on the site:

☒ **deciduous tree: alder, maple, aspen, other**

☒ **evergreen tree: fir, cedar, pine, other**

☒ **shrubs**

☒ **grass**

☐ **pasture**

☐ **crop or grain**

☐ **orchards, vineyards, or other permanent crops.**

☐ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**

☐ **water plants: water lily, eelgrass, milfoil, other**

☐ **other types of vegetation**

b. What kind and amount of vegetation will be removed or altered?

Vegetation trimming and potential tree removal might occur within the proposed gangway footprint. One tree may be removed during construction.

c. List threatened and endangered species known to be on or near the site.

No known endangered or threatened plant species were identified on or near the site. The Barge Complex Shore Power Upgrades Critical Areas Report reviewed the Washington Natural Heritage Database for potential protected rare plants and ecosystems. The report identified the potential presence of Columbia yellowcress (Rorippa columbiae), a state-threatened plant. The site was traversed by the Tetra Tech team, and this plant was not observed.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

The proposed project was designed to avoid tree removal and minimize vegetation trimming to the maximum extent feasible. One tree may be removed during construction. New shoreline plantings would be installed to compensate for this.

e. List all noxious weeds and invasive species known to be on or near the site.

One report of a tree of heaven has been reported by the Washington Department of Agriculture's Washington State Noxious Weed Data Viewer on the uplands portion of the site. Russian thistle (Salsola tragus) and cheatgrass (Bromus tectorum) were also identified in the Barge Complex Shore Power Upgrades Critical Areas Report.

5. Animals

Find help answering animal questions[8]

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Potential common resident fish species likely include smallmouth and largemouth bass, walleye pollock, mountain whitefish, rainbow trout, white and black crappies, and yellow perch (WDFW 2026b). Migratory species passing through the area include white sturgeon, Pacific salmon and steelhead, Pacific lamprey, and American shad (WDFW 2026b). Many of the anadromous species are protected under the Endangered Species Act (ESA) and are described further in the Barge Complex Shore Power Upgrades Critical Areas Report.

During the site visit, one mammal species was observed, an American mink (Neogale vision). Signs of other mammals including scat and tracks were observed for deer, coyote, and rabbit. Although no other mammals were observed, it is likely that common mammals could occur at the site including racoons (*Procyon lotor*), rats, and mice.

Birds identified at the site mostly included waterfowl species such as mallards (Anas platyrhynchos), Canada goose (Branta canadensis), American coot (*Fulica americana*), common goldeneye (*Bucephala clangula*), American wigeon (*Mareca americana*), and a Western grebe (*Aechmophorus occidentalis*). Gulls, likely Olympic gulls (*Larus glaucescens × occidentalis*) were also observed at the site, and passerine birds were observed including a song sparrow (*Melospiza melodia*), American robin (*Turdus migratorius*), Pacific wren (*Troglodytes pacificus*), and cliff swallows (*Petrochelidon pyrrhonota*). California quail (*Callipepla californica*) were also seen at the site. Trees at the site were scanned for nests and no nests were found.

No amphibians, reptiles, or arthropods were observed at the site.

b. List any threatened and endangered species known to be on or near the site.

Endangered Species Act-listed species include:

Upper Columbia River spring-run Chinook salmon, Middle Columbia River steelhead, Upper Columbia River steelhead, Snake River fall-run Chinook salmon, Snake River Basin steelhead, Snake River spring/summer run Chinook salmon, Snake River sockeye salmon, yellow-billed cuckoo, bull trout.

State-listed species include:

Ferruginous hawk.

c. Is the site part of a migration route? If so, explain.

Passerine birds along the Pacific Flyway migration route likely use the site in addition to the fish listed above. The Columbia River is also a migration route for anadromous fish

[8] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals

species including salmon and bull trout. A Biological Assessment and Essential Fish Habitat analysis has been prepared for ESA consultation with the USFWS and NMFS.

d. Proposed measures to preserve or enhance wildlife, if any.

The floating dock complex will be maintained in a manner that does not introduce any pollutants or debris into the river or cause a migration barrier for fish. During the use of an impact hammer, a sound attenuating bubble curtain will be installed to reduce sound pressure levels. During the use of an impact hammer, a wooden block at least six inches thick will be fitted onto the steel pile to dampen sound. Low-intensity lights required for safety would be utilized to prevent adverse impacts to aquatic species. All work conducted below the NFP elevation will occur during the WDFW-preferred in-water work window for the upper Columbia River within the project reach (December 1 – February 28), a period when ESA-listed salmonid species are less likely to be present within the vicinity of the project area. Brush clearing and trimming would be kept to the lowest extent feasible. Shoreline plantings would be installed to compensate for potential tree removal. Review of best available data on migratory bird nesting will be conducted prior to construction to prevent impacts to protected bird species during clearing (if applicable). If possible, clearing will be performed outside of seasonal nesting windows

e. List any invasive animal species known to be on or near the site.

Aquatic invasive species such as the smallmouth bass, channel catfish, walleye, and American shad have been recorded in the Columbia River and may occur within the project area.

6. Energy and natural resources

Find help answering energy and natural resource questions[9]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity will be used to meet the completed project's energy needs. Power supplied from the City's grid would be used for essential functions of marine vessels and tourism cruise ships operating at the high dock, allowing their auxiliary engines to be shut off instead of idling.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No impacts to the potential use of solar energy would result from the proposed project.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

The Port of Benton proposes to install a zero-emission shore-side power infrastructure project. Energy conservation would occur from vessels shutting off their auxiliary engines instead of idling. This project would support the state's 100% carbon-free

[9] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou

electricity mandates and the shared Tri-Cities vision of being a model for a net-zero emissions community.

7. Environmental health

Health Find help with answering environmental health questions[10]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

Construction equipment may result in exposure to toxic chemicals, risk of fire and explosion, spills, or hazardous waste; however, the proposed project would implement best management practices (BMPs) and comply with applicable local, state, and federal law to mitigate this potential.

1. **Describe any known or possible contamination at the site from present or past uses.**

   The nearest contaminated site is approximately 0.6 miles away from the project site (Warehouse Fuel Facility CSID 7695) and has a status of "Cleanup complete".

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

   None present.

3. **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

   Construction equipment may require fuels, lubricants, and other hazardous substances to be stored during project development. No hazardous or toxic chemicals would be stored, used, or produced following completion of the project. The contractor shall abide by the applicable local, state, and federal laws.

4. **Describe special emergency services that might be required.**

   No special emergency services are anticipated for the proposed project.

5. **Proposed measures to reduce or control environmental health hazards, if any.**

   A Spill Prevention, Control, and Countermeasure (SPCC) plan will be prepared by the contractor and carried out commensurate with the scope of the project that includes the following:

   - Best Management Practices to confine, remove, and dispose of construction waste.
   - Procedures to contain and control a spill of any hazardous material.

[10] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health

All equipment will be inspected daily for fluid leaks. Any leaks detected will be repaired before operation is resumed. All equipment operated over the OHW will be diapered to prevent leaks.

b. Noise

1. **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

   Current noise in the area includes vessels, music from vessels, port operations, and vehicles.

2. **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?**

   Temporary and short-term noise from construction would include equipment, vibratory and impact pile driving, and other project activities. Short-term noise resulting from the project would generally occur during normal working hours.

3. **Proposed measures to reduce or control noise impacts, if any:**

   Sound attenuation devices for impact pile driving would be implemented as described previously.

8. Land and shoreline use

Find help answering land and shoreline use questions[11]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The High Dock is intended to provide a public docking site for loading barges and other water-borne cargo and to provide the machinery necessary to withdraw water for irrigation purposes. Currently, the dock has been expanded to provide additional pumping capacity for the City of Richland and Pacific Northwest National Laboratory. Lampson Crane operates a ring crane at this facility for general break-bulk cargo operations. The dock is currently leased and controlled by the U.S. Navy, with industrial access allowed upon authorization. The upland portion of the project area can be used for staging and bus loading. The Port of Benton has barge, rail, and trucking access for companies to transport products. Adjacent properties are used as office spaces, parks, natural open space, or commercial buildings. The proposed project would not affect current land uses on nearby or adjacent parcels.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

[11] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use

The project site has not been used as working farmlands or forest lands.

1. **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

   Surrounding parcels are not working farm or forest lands, therefore, the proposed project would not be impacted or impact these operations.

c. Describe any structures on the site.

The existing High Dock was constructed in 1965 and provides a public docking site for barges and other water-borne cargo, as well as providing the machinery necessary to withdraw water for irrigation purposes. Currently, the existing gravel loading and utility area surrounding the High Dock is heavily eroded by stormwater to the point where usability is impacted. Various filled roads are present around the dock to facilitate vehicular travel.

The metal sheet piles on river river-facing front of the dock are currently suffering from erosion; this would be permitted separately from this project.

d. Will any structures be demolished? If so, what?

Demolition activities include minor clearing and grubbing to install new gravel loading and utility pads. One tree may be removed. New shoreline plantings would be installed to compensate for this. Some brush clearing and trimming are also anticipated to install gangway access to the floating dock complex, but would be minimized to the extent possible.

Other demolition activities include salvaging existing Ecoblocks, and removal of the existing fence and gate on the west side of the high dock.

e. What is the current zoning classification of the site?

The site comprises two parcels. The current zoning classification on both project parcels the site is split. On Parcel 114084000001000, the portion of the parcel that includes the high dock, barge slip, and area in between is zoned as Parks and Public Facilities (PPF). The remainder of the parcel is zoned as Medium Industrial (I-M) with a small portion on the southwest corner zoned as Business Research Park (B-RP). The entirety of Parcel 114084000002010 is zoned as B-RP.

f. What is the current comprehensive plan designation of the site?

Parcel 13543 contains two land use designations. The area closest to the river, encompassing the high dock, barge slip, and the space in between, is designated as Developed Open Space. The remainder of the parcel is designated as Industrial, with a small portion of the southwest corner designated as Business Research Park. The entirety of Parcel 20992 is designated as Business Research Park. Surrounding land use includes Business Research Park, Natural Open Space, and a zoning update for USDOE/PNNL.

g. If applicable, what is the current shoreline master program designation of the site?

The site has a shoreline master program designation of Industrial Conservancy.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

A critical areas report has been completed for this project and identified the following critical areas and their associated buffers to occur on site:

- The in-water structures would be located within a frequently flooded area (Zone A).
- The Columbia River is a Fish and Wildlife habitat conservation area with a 300 ft buffer.

i. Approximately how many people would reside or work in the completed project?

Zero would reside in the completed project. No buildings are proposed for the project, as such, zero people would work in the completed project.

j. Approximately how many people would the completed project displace?

Zero.

k. Proposed measures to avoid or reduce displacement impacts, if any.

Not applicable. No displacement would occur as a result of the project.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

The proposed project complies with the City of Richland's 2017 Comprehensive Plan and Shoreline Master Program. A pre-application meeting was also held with the City on December 16, 2025 to discuss compatibility with existing land use and plans.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

No measures are proposed. Impacts to agricultural or forest lands of long-term commercial significance would not be impacted by the proposed project.

9. Housing

Find help answering housing questions[12]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

[12] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable. No housing impacts would result from the proposed project.

10. Aesthetics

Find help answering aesthetics questions[13]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The fixed piers and gangways will be installed approximately 25 feet above the maximum design full pool elevation of the Columbia River. They are installed at this height to be above the maximum flood pool elevation.

b. What views in the immediate vicinity would be altered or obstructed?

The proposed work would not substantially alter the existing view of the site. The proposed floating dock complex and fencing may obstruct views into the Columbia River. Proposed structures are unlikely to adversely affect existing views, as they were not previously deemed to be scenic prior to project development. Proposed structures are consistent with the designated land use.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Standard construction site BMPs would be implemented to reduce aesthetic impacts during construction.

11. Light and glare

Find help answering light and glare questions[14]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Low-intensity lights required for safety at night would be installed.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Lighting from the proposed project would not result in a safety hazard or impact views. Lighting would be installed to increase safety.

c. What existing off-site sources of light or glare may affect your proposal?

None identified.

d. Proposed measures to reduce or control light and glare impacts, if any:

Low-intensity lighting would be utilized to prevent adverse impacts to aquatic species.

[13] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics
[14] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare

12. Recreation

Find help answering recreation questions

a. What designated and informal recreational opportunities are in the immediate vicinity?

No designated recreational opportunities are within the immediate vicinity, and no informal recreation opportunities are known.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No existing recreational opportunities would be displaced by the proposed project.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Not applicable, no impacts to recreation are anticipated.

13. Historic and cultural preservation

Find help answering historic and cultural preservation questions[15]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

Three cultural resources were identified and had been previously documented, along with a newly discovered isolated flake fragment. 45BN01492 and 45BN01493, two historic-era sites, were listed as potentially eligible to the National Register of Historic Places (NRHP) in 2008 and were recorded in detail to mitigate the removal of a similar site south of this area. Also in 2008, ISO-1, a precontact CCS flake fragment, was not eligible for inclusion in the NRHP. RLR recommended 45BN01955, a precontact lithic and shell scatter with associated ground stone, as eligible for inclusion in the NRHP under criterion A and D.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

RLR Cultural Resources, LLC. (RLR) was contracted by Port of Benton to conduct a cultural resource review of the Barge Complex, a 25-acre parcel located between Horn Rapids Road and Richardson Road in Richland, Benton County, WA. As described previously, RLR recommended 45BN01955, a precontact lithic and shell scatter with associated ground stone, as eligible for inclusion in the NRHP.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.

[15] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p

Archaeological investigation of the Port of Benton Barge Complex Project property consisted of pedestrian survey and subsurface testing of the proposed impact area in Richland, WA. RLR has prepared a reconnaissance field survey in conjunction with archival research. This study can potentially aid in the reconstruction of past landscapes by identifying and recording elements of the archaeological record. We utilize State of Washington endorsed field methodology from the revised 2020 regulations, including inventory, monitoring, and data recovery, and consult with the Department of Archaeology and Historic Preservation (DAHP) on a regular basis during the conduct of a majority of their projects.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The Port of Benton has indicated that it does not plan to disturb the central area of the parcel where 45BN1955 is located. Prior to any undertaking involving 45BN01492 and 45BN01493, the port must enter into an agreement for DAHP, as those sites were set aside in 2008 as mitigation for the demolition of similar sites south of the project area. Although once quite large, very little infrastructure from the Hanford Engineer Works Workers Encampment remains, and thus it is worth investigating if this area can be set aside or mitigated prior to demolition. The far western portion of the project includes two segments of the Camp Hanford workers' housing, but the material structures were removed in the 1950s and there is no integrity, or material remains to those former sites.

14. Transportation

Find help with answering transportation questions[16]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

No public streets or highways serving the site would be affected by the proposed project.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Yes. The nearest bus stop (Ferguson St at GW WayStop ID: RC229) is approximately 0.2 miles southwest of the project area.

c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

[16] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation

No improvements to existing streets, pedestrian, bicycle, or state transportation facilities. Existing access roads may be improved as part of the proposed gravel loading and utility area improvements.

d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Yes, the proposed floating dock structure extending from the High Dock would be part of the M-84 green corridor connected to markets throughout the Northwest via the Columbia River. Connected ports include Vancouver, Kalama, Longview, and Clarkston in Washington and Portland, Oregon. Goods may access intercoastal barge traffic via the Northwest Seaport Alliance ports of Seattle and Tacoma.

e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The site is secured with an access control gate. Additional trips from cruise guests are anticipated to be minimal.

f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The project would not interfere with, nor be interfered by, movement of any agricultural or forest products on roads or streets.

g. Proposed measures to reduce or control transportation impacts, if any:

The proposed project is not anticipated to result in impacts on transportation; therefore, no mitigation measures are proposed.

15. Public services

Find help answering public service questions[17]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The project would result in an increased need for fire protection; however, the design will comply with the applicable fire codes. Additional bus trips for cruise guests are anticipated to be minimal.

b. Proposed measures to reduce or control direct impacts on public services, if any.

No measures proposed. The project is not anticipated to reduce or have direct impacts on public services.

[17] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services

16. Utilities

Find help answering utilities questions[18]

a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**

b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Utilities, including fire and electricity, and the required safety equipment would be installed following the floating dock complex construction. No structures are proposed to be erected on the floating dock complex. Refer to the project description for additional information.

C.Signature

Find help about who should sign[19]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X _____

Type name of signee: Brandin Lopez, PLS

Position and agency/organization: Engineering & Capital Development Manager

Date submitted: 5/7/2026

[18] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities

[19] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature

ENVIRONMENTAL BASELINE AND BIOLOGICAL RESOURCE ASSESSMENT

Barge Complex Shore Power Deployment, Richland, WA

May 2026

Project No. 254020

PREPARED FOR:

PORT OF BENTON

Port of Benton

PREPARED BY:

PND ENGINEERS, INC.

EXECUTIVE SUMMARY FOR THE BIOLOGICAL RESOURCE ASSESSMENTS

PORT OF BENTON BARGE COMPLEX SHORE POWER DEPLOYMENT, RICHLAND, WA

This Biological Assessment (BA) was prepared in accordance with Section 7(c) of the Endangered Species Act (ESA) of 1973 regarding the potential effects on federally listed species and their habitats from the Port of Benton Barge Complex Shore Power Deployment project.

In 2024, the Port of Benton (POB) received a $2.7 million Port Electrification Grant from the Washington Department of Transportation (WSDOT) to install a zero-emission shore power unit to power essential functions of marine vessels and cruise ships, allowing their auxiliary engines to shut off instead of idling, significantly reducing air emissions. POB seeks to deploy zero-emission shore-side power infrastructure and expand existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers, as well as accommodate additional vessels.

The ESA-listed and proposed species likely to occur near the project include three species under the National Marine Fisheries Service's (NMFS) jurisdiction (listed in Table i and discussed further in Section 2). Two species under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction (listed in Table ii and discussed further in Section 3). A summary of ESA determinations can be found in Section 5.

The basis for the "no effect" determinations is because the range of the species extends to the project action area, but they are rarely within range of construction impacts. The basis for the "may affect, but not likely to adversely affect" determinations is that mitigation measures described in this document are likely to prevent any effects as a result of the project. The basis for "likely to adversely affect" determinations is because mitigation measures cannot prevent impacts to individuals.

Table i. NMFS ESA species in the construction impacts area and determinations

Species	ESU or DPS	Listing Status	Effects Determination
Chinook salmon	**Upper Columbia River spring-run ESU**	Endangered	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect
	Snake River fall-run ESU	Threatened	May affect, likely to adversely affect.
		Critical Habitat	No effect
	Snake River spring/summer run ESU	Threatened	No effect
		Critical Habitat	No effect
Steelhead	**Upper Columbia River DPS**	Threatened	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect
	Middle Columbia River DPS	Threatened	May affect, likely to adversely affect.

Species	ESU or DPS	Listing Status	Effects Determination
		Critical Habitat	Likely to adversely affect
	Snake River Basin DPS	Threatened	May affect, likely to adversely affect.
		Critical Habitat	No effect
Sockeye salmon	Snake River ESU	Endangered	No effect
		Critical Habitat	No effect

Table ii. USFWS species in the construction impacts area and determinations

Species	DPS or Recovery Unit	Listing Status	Effects Determination
Yellow-billed cuckoo	Western DPS	Threatened	No effect
		Critical Habitat	No effect
Bull Trout	Mid-Columbia Recovery Unit (MCRU)	Threatened	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect

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ACRONYMS & ABBREVIATIONS

µPa ..... micropascal
ACL ..... American Cruise Lines
BA ..... biological assessment
BMP ..... best management practice
CFR ..... Code of Federal Regulations
dBA ..... A-weighted decibel
dB ..... decibel
DPS ..... distinct population segment
DTH ..... down-the-hole
EFH ..... essential fish habitat
EPA ..... Environmental Protection Agency
ESA ..... Endangered Species Act
ESU ..... evolutionary significant unit
FMO ..... foraging, migration, and overwintering
FMP ..... Fishery Management Plan
FR ..... Federal Register
ft ..... feet
HUC ..... hydrologic unit code
IPaC ..... Information for Planning and Consultation
m ..... meter
MARAD ..... U.S. Department of Transportation Maritime Administration
MCR ..... Middle Columbia River
MSA ..... Magnusson Stevens Act
NGVD ..... National Geodetic Vertical Datum
NMFS ..... National Marine Fisheries Service
NOAA ..... National Oceanic and Atmospheric Administration
NTU ..... nephelometric turbidity unit
PBF ..... physical and biological features
PCE ..... primary constituent element
PK ..... peak
PND ..... PND Engineers, Inc.
POB ..... Port of Benton
PUD ..... Public Utilities District
RM ..... River Mile
RMS ..... root mean square
SEL ..... sound exposure level
SEL_{CUM} ..... cumulative sound exposure level
sf ..... square feet
SPCC ..... spill prevention, control, and countermeasures
SPL ..... sound pressure level
SRB ..... Snake River Basin
SR/F ..... Snake River Fall
SR/SS ..... Snake River Spring Summer
USACE ..... United States Army Corps of Engineers
UCR ..... Upper Columbia River
UCSRB ..... Upper Columbia Salmon Recovery Board

USFWS ..... United States Fish and Wildlife Service
WAC ..... Washington Administrative Code
WDFW ..... Washington Department of Fish and Wildlife
WDNR ..... Washington Department of Natural Resources
WECY ..... Washington Department of Ecology
WSDOT ..... Washington Department of Transportation
WSF ..... Washington State Ferries

1. DESCRIPTION OF THE ACTION & ACTION AREA

The Port of Benton (POB) seeks to deploy zero-emission shore-side power infrastructure and expand existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers, as well as accommodate additional vessels.

The High Dock was constructed in 1965 to provide irrigation water for the adjacent agricultural areas. Since then, the dock has been expanded to provide additional pumping capacity for the City of Richland and Pacific Northwest National Laboratory. Lampson Crane operates a ring crane at this facility for general break-bulk cargo operations. The dock is currently leased by Lampson and the City of Richland. The existing fence at the High Dock facility is insufficient in providing security for equipment on the property. A new chain-link fence and gate is proposed to address security concerns.

In 2024, POB received a $2.7 million Port Electrification Grant from the Washington Department of Transportation (WSDOT) to install a zero-emission shore power unit to power essential functions of marine vessels and cruise ships, allowing their auxiliary engines to shut off instead of idling, significantly reducing air emissions. The High Dock is a part of the M-84 Green Corridor connected to markets throughout the Northwest via the Columbia River. Connected ports include Vancouver, Kalama, Longview, and Clarkston in Washington and Portland, Oregon. Goods may access intercoastal barge traffic via the Northwest Seaport Alliance ports of Seattle and Tacoma. The M-84 Green Corridor also allows for some relief for land-based routes that may be heavily congested from traffic. The U.S. Department of Transportation Maritime Administration (MARAD) highlights that increasing the use of water routes, such as the M-84 Green Corridor, parallel to land-based routes, can help mitigate landside congestion, reduce air emissions, and conserve energy.

River users have expressed interest in mooring at the High Dock facility, including Columbia River barge and cruise operators. POB is pursuing additional commercial uses on their properties nearby, including the Atlas Argo zero-carbon fertilizer plant valued at $1 billion, which would use the High Dock facility for general cargo operations.

The proposed project aims to accommodate additional vessels and their associated users. The shore-side power component would help reduce emissions, support sustainable growth operations, and enhance the Port's ability to serve a growing range of commercial users. The proposed infrastructure would support the state's 100% carbon-free electricity mandates and the Tri-Cities' shared vision of being a model for a net-zero emissions community.

Effects of the project on species protected under the Endangered Species Act of 1973 (ESA) under the National Marine Fisheries Service's (NMFS) jurisdiction are discussed further in Section 2. Effects of the project on ESA-listed species under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction are discussed further in Section 3. A summary of project effects on ESA-listed species is found in Section 5.

1.1 PROPOSED ACTION

The proposed improvements for this project include a new floating dock complex, three adjacent mono-pile dolphins, upgrades to the gravel loading and utility area, and general upland improvements. The proposed floating dock complex is planned to be installed south of the existing High Dock, providing sufficient clearance for the irrigation infrastructure. Construction will utilize both land-based and barge-mounted equipment. Selective demolition of the existing site will occur to facilitate the new construction of the Barge Complex.

A detailed project description can be found in Appendix 1, project mitigation measures in Appendix 2, and drawings depicting the proposed improvements in Appendix 3. The project description and project site plan drawings are preliminary and may change as engineering and design progress. Actual numbers and sizes of piles, installation times, numbers of impact strikes, and other design and construction details and methods may vary slightly from the estimates outlined in this document. Descriptions of design and construction in this document are as accurate as possible at this stage of the project but may vary slightly as construction advances.

It is not anticipated that the project will change such that potential impacts on ESA-listed species would change from those described below. If substantial changes were to occur, the Port would inform the Services of those changes and reinitiate consultation as required.

The proposed project is the least environmentally damaging feasible alternative to meet the project purpose and need of deploying zero-emission shore-side power infrastructure and expanding existing mooring capacity at the High Dock to meet the current and future needs of maritime customers, as well as accommodate additional vessels.

1.2 SCHEDULE AND DURATION

The project would commence on the earliest day feasible upon authorization and span a duration of approximately nine months.In-water work is planned to begin during the first in-water work window the project meets following authorization. . Preliminary coordination with the Washington Department of Fish and Wildlife (WDFW) indicates an in-water work window from December 1st to February 28th. Therefore, in-water work would not take place outside this window. Construction will utilize a 10 or 12-hour work schedule, with exact timing based upon shift staffing and other project scheduling considerations. A project schedule outline is included in Appendix 1.

1.3 IMPACT AVOIDANCE AND MINIMIZATION MEASURES

Impacts to waters of the U.S. (WOTUS) could not be entirely avoided, as the nature of this project is dependent on maritime access. The construction footprint was minimized as much as possible to provide a safe and functional dock while meeting the goal of providing zero-emission shore-side power infrastructure and expanding mooring capacity at the High Dock to meet current and future needs of maritime customers, as well as accommodating additional vessels.

A comprehensive list of impact avoidance and minimization measures that will be incorporated by the owner in order to minimize impacts described in this assessment is included in Appendix 2.

1.4 ACTION AREA

The action area is defined in 50 CFR §402.02 (Code of Federal Regulations for Interagency Cooperation - Endangered Species Act of 1973, as amended) as “all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action.”

The project is located in the city of Richland, Washington, in Section 14 of Township 10N and Range 28E of the Willamette Meridian. The proposed action area is located in the upper portion of the Columbia River within Lake Wallula, between the Snake River and Priest Rapids Dam at 46.351204 N latitude and -119.266375° W longitude. This area is within the Esquatzel Coulee Watershed, Water Resource Inventory Area (WRIA) 36, Hydrologic Unit Code (HUC) 170200.

To reach the project site from the Richland Airport, head northeast on Terminal Drive towards Lindberg Loop for approximately 0.2 miles, continue onto Airport Way for approximately 436 feet, turn left onto WA-240 West and continue for 0.8 miles. Continue straight onto Stevens Road and travel for approximately 3 miles. Then turn right onto Horn Rapids Road, travel for approximately 0.7 miles, and arrive at the project site.

The action area includes the extent of all areas of potential direct or indirect effects related to the proposed action. It encompasses freshwater areas where construction activities would occur. For this project, pile driving, the activity with the largest potential reach, is used to delineate the boundary of the action area. Underwater noise generated from impact, down-the-hole, and vibratory hammers will be evaluated to determine the in-water boundary of the action area.

Water quality impacts such as turbidity and potential spills are expected to be temporary and localized in nature. The project area is located within Lake Wallula, a reservoir formed by McNary Dam, which regulates river flows, inundates the historical channel, and alters sediment transport processes (Northwest Power and Conservation Council 2025). Additional upstream dam operations on the Columbia and Snake rivers further influence flow timing and magnitude in the project reach. Collectively, these regulated hydrologic conditions reduce flow energy and sediment transport potential in the project area. As a result, any suspended sediments generated by project-related activities are expected to remain localized and dissipate relatively quickly near the source.

1.4.1 ENVIRONMENTAL BASELINE

Environmental baseline is defined as including past, present, and anticipated impacts of all federal, state, or private action and other human activities in the action area (59 CFR 402.02). The NMFS definition of environmental baseline is based on biological requirements for habitat features and processes necessary to support life stages of listed species within an action area.

This section provides a brief environmental baseline summary. Please refer to existing management plans and biological opinions for a more detailed discussion:

- McNary Shoreline Management Plan (USACE 2012)
- NMFS Biological Opinion Reference Number WCRO 2020-0013, Continued Operation and Maintenance of the Columbia River System (NMFS 2020)
- Minimizing effects of over-water docks on federally listed fish stocks in McNary Reservoir: a literature review for criteria. Anadromous Fish Evaluation Program Report 2010-W68SBV91602084. Report no. 2010-W68SBV91602084. U.S. Geological Survey (Rondorf et al. 2010)

The project is located in Richland, WA, on the Columbia River impoundment created by McNary Dam (i.e., Lake Wallula), on the west shoreline of the river. Located within the Columbia Basin Province, general characteristics of this area include steep river canyons, extensive plateaus, and, in some locations, tall and sinuous ridges. This region is blanketed with loess, transported by the wind and deposited from cataclysmic glacial floods, underlain by thousands of feet of Columbia River Basalt Group lava flows (Washington Department of Natural Resources [DNR] 2025). The City of Richland is located on the Saddle Mountains Basalt formation, within the greater Columbia River Basalt Group, which was formed in the Miocene period.

The project vicinity is an area of relatively high human use and habitat alteration. Ongoing human activity in the action area that impacts protected species includes vessel activity, pollution, climate change, and noise from routine port operations. In addition to these ongoing impacts, the natural state of the Columbia River in the action area has been significantly altered by upstream dam operations and shoreline development. The project area is

located within Lake Wallula, a reservoir formed by McNary Dam, which regulates flow, inundates the original river channel, and alters sediment transport and water temperatures (Northwest Power and Conservation Council 2025). Flow conditions are further influenced by the Priest Rapids Dam upstream of the Columbia, and the Ice Harbor Dam on the Snake River, which joins the Columbia downstream of the site.

These dams also block the passage of salmon and steelhead between their spawning and rearing habitat and the Pacific Ocean. The Northwest Power and Conservation Council reports over 40% of the spawning and rearing habitat once available to salmon and steelhead in the Columbia Basin is permanently blocked by dams without providing fish passage. Additionally, increases in native predator populations and introductions of non-native species have adversely affected water quality and salmonid habitat in the Columbia River (NMFS 2020).

Consistent with the City of Richland's Shoreline Master Program, the Port of Benton barging facilities in north Richland provide for the transfer of waterborne cargoes to land while maintaining the current generally-undeveloped condition of the shoreline area outside of the areas needed for port facilities. South of the High Dock is the Barge Slip; these structures are collectively referred to as the Barge Facility.

Since the High Dock's construction in 1965, the facility has been expanded to increase irrigation pumping capacity for the City of Richland serving irrigation circles in the Horn Rapids Industrial Park. Currently, additional users have expressed interest in mooring at the facility, and the Port of Benton is pursuing nearby industrial development.

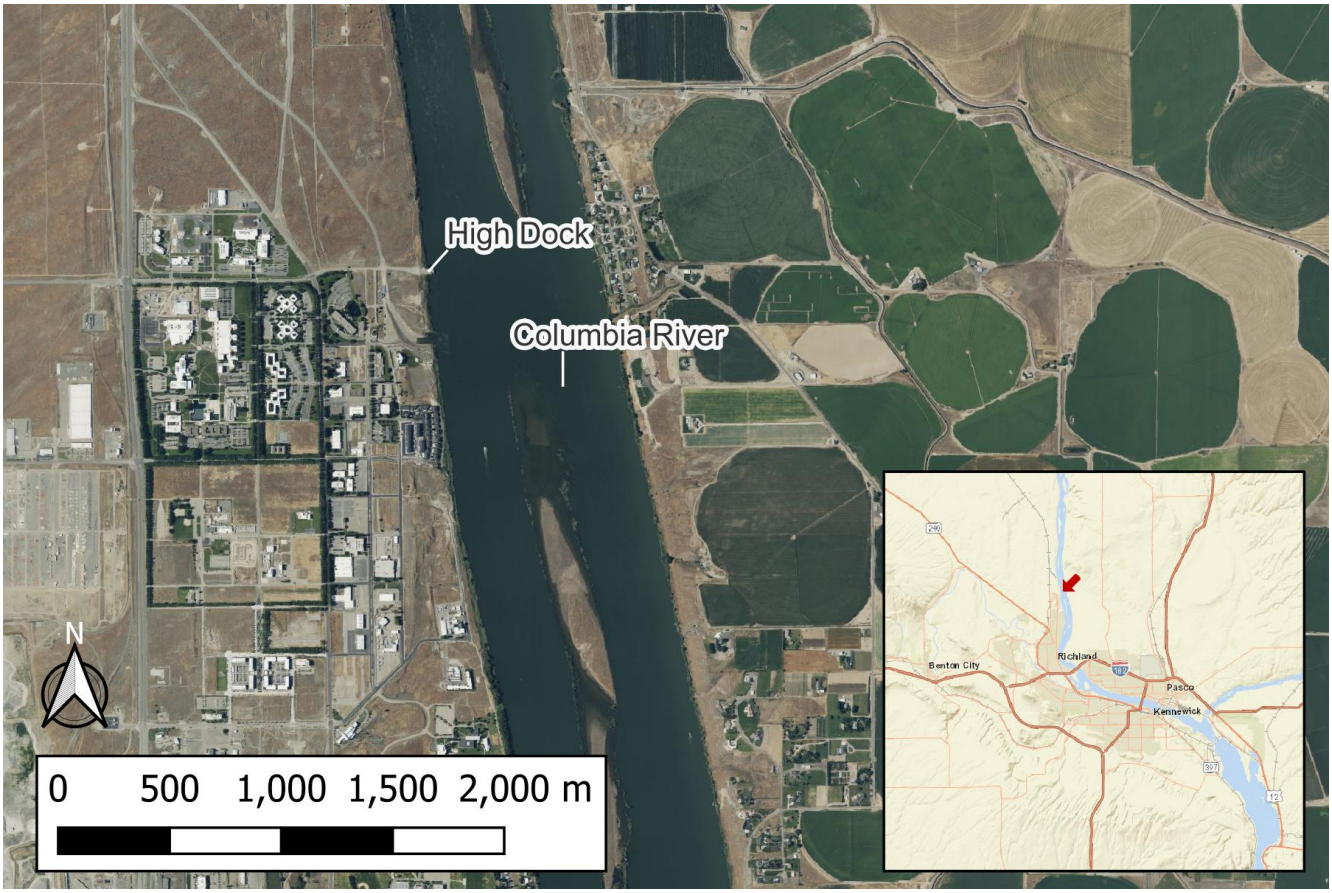

Figure 1. Port of Benton Barge Complex Shore Power project area overview.

1.4.2 SITE HISTORY

The Port of Benton was created following the transfer of ownership of Richland from the U.S. Army Corps of Engineers (USACE) to the U.S. citizens. Prior to the transfer, Richland was property of the federal government as part of a World War II secret mission, the Manhattan Project. In 1965, the Port was designated as a Nuclear Port by the U.S. Coast Guard and remains one of only a handful of ports in the nation authorized to handle radioactive materials.

The McNary Dam was authorized by Congress under the River and Harbor Act of 1945. Construction of the dam began in 1947, and by 1957 all power units were operational and Lake Wallula had formed (USACE 2024). The Port of Benton was then established in 1958 as a special-purpose district under the Revised Code of Washington (RCW) 53 and chartered to "promote industrial development and transportation, including general aviation, in Benton County."

In 1962, POB's comprehensive plan included adding a dock to the Port's waterfront property. The dock was intended to provide a public docking site for off-loading or on-loading barges and other water-borne cargo and to provide the machinery necessary to withdraw water for irrigation purposes.

The High Dock was constructed in 1965 to provide irrigation water for the adjacent agricultural areas. Since then, the dock has been expanded to provide additional pumping capacity for the City of Richland and Pacific Northwest National Laboratory, approximately 930 meters southwest of the project area.

1.4.3 ENSONIFIED AREA

Pile driving is the primary source of underwater noise for this project. Anticipated sound source levels and their associated ensonification isopleths are summarized in Table 1. Figure 2 shows the general project region as well as the maximum area that could receive underwater sound above background levels during project activities. Details of source level and regulatory protocols are described below. The range of the disturbance isopleth resulting from impact driving of 30" piles (4,650 m) is the largest radius of effects from project construction, and the geometry of the Columbia River will further constrain this area.

For all predicted disturbance level noise isopleths, the practical spreading loss model described in *WSDOT Ch. 7: Construction Noise Impact Assessment* (WSDOT 2025a) will be used. For predicted injury level noise isopleths, the methods described in the *Summary of Recommended Endangered Species Act Acoustic Thresholds (Marine Mammal, Fishes, and Sea Turtle)* (NMFS 2025d) will be used.

Unless otherwise noted, the following notations will be used to express thresholds:

- Peak Sound Pressure Level (SPLPK): The maximum absolute value of the instantaneous sound pressure that occurs during a specified time interval, measured in dB re: 1 µPa (e.g., 198 dBPK). (Caltrans 2020)
- Average Root Mean Square Sound Pressure Level (SPLRMS): A decibel measure of the square root of mean square pressure. For pulses, the average of the squared pressures over the time that comprises that portion of the wave form containing 90 percent of the sound energy of the impulse in dB re: 1 µPa (for underwater) and in dB re: 20 µPa (for airborne) is used (e.g., 185 dBRMS). (Caltrans 2020)
- Sound Exposure Level (SEL): The integral over time of the squared pressure of a transient waveform, in dB re: 1 µPa2–sec. (e.g., 173 dBSEL). This approximates sound energy in the pulse. (Caltrans 2020)

- Cumulative Sound Exposure Level (SELCUM): Cumulative exposure over the duration of the activity within a 24-hour period. (NMFS 2018)

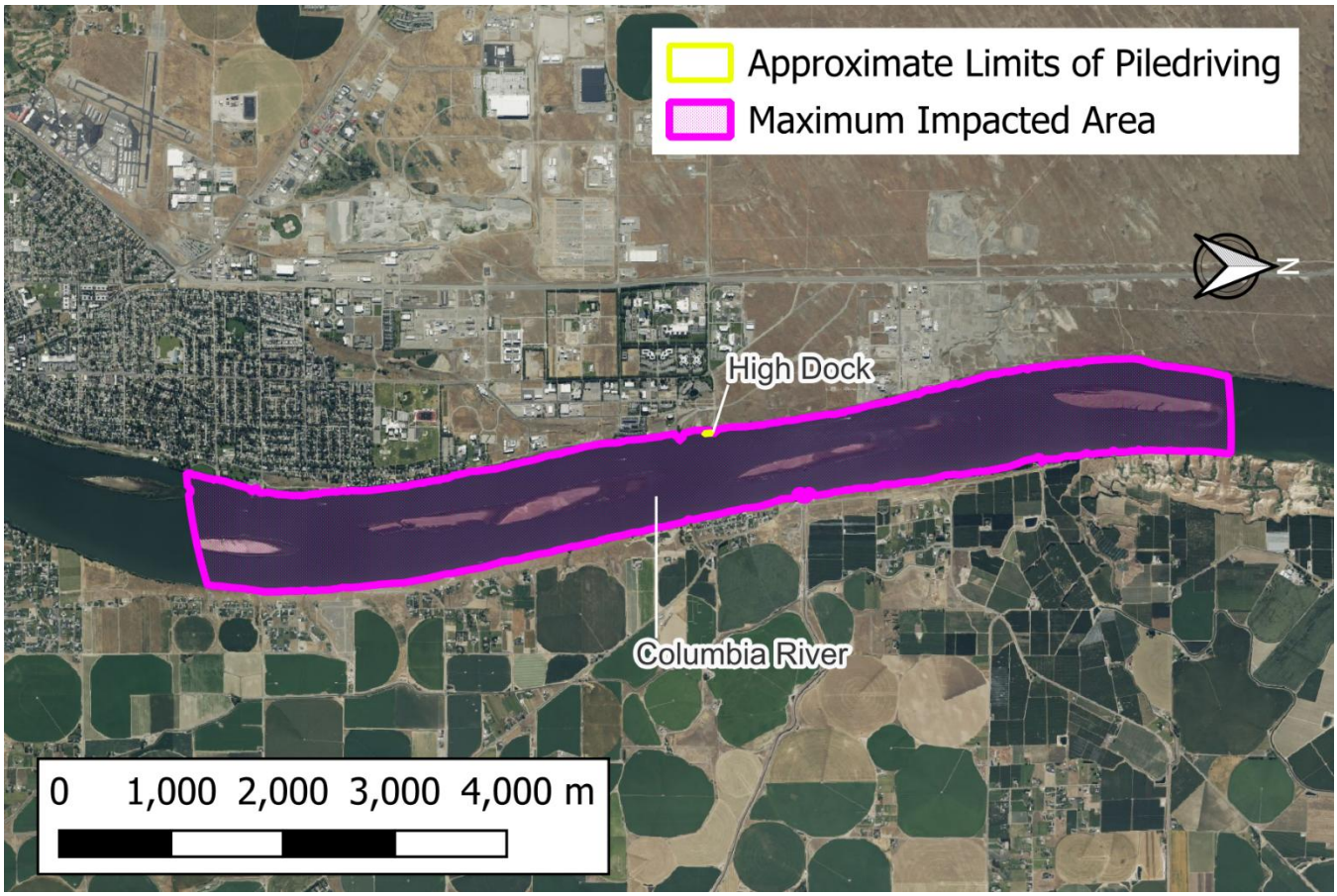

Figure 2. Vicinity map and maximum ensonified area

Source levels used in the calculations are as follows:

- SPLRMS and SPLPK for 24" round steel piles installed using non-impulsive, continuous vibratory methods used source levels from Prichard Lake Pumping Station/Sacramento, CA, Prichard Lake project (Caltrans 2020). SELs were unavailable from NMFS, but not necessary for determining the isopleth for protected fish species related to non-impulsive actions.
- SPLRMS, SELs, and SPLPK, for 24" round steel piles installed using DTH methods used source levels from the Tenakee Ferry Terminal Improvements project (Heyvaert & Reyff 2021 via NMFS 2022i).
- SPLRMS, SELs, and SPLPK, for 24" round steel piles installed using impulsive installation methods, used source levels from the Tongue Point Pier Astoria, OR/Astoria, Oregon Columbia River project (Caltrans 2020).
- SPLRMS and SPLPK for 16" round steel piles installed using non-impulsive, continuous vibratory methods used levels from Prichard Lake Pumping Station/Sacramento, CA, Prichard Lake project (Caltrans 2020).

SELs were unavailable from NMFS, but not necessary for determining the isopleth for protected fish species related to non-impulsive actions.

- SPLRMS and SPLPK for 30" round steel piles installed using non-impulsive, continuous vibratory methods used source levels from Prichard Lake Pumping Station/Sacramento, CA, Prichard Lake project (Caltrans 2020). SELs were unavailable from NMFS, but not necessary for determining the isopleth for protected fish species related to non-impulsive actions.
- SELs and SPLPK, for 30" round steel piles installed using DTH methods, used source levels from the Thimble Shoal, Virginia project and the White Pass & Yukon Railroad Mooring Dolphin Installation project (Denes et al. 2019; Reyff & Heyvaert 2019; Reyff 2020 via NMFS 2021). SPLRMS values from the White Pass & Yukon Railroad Mooring Dolphin Installation project were utilized (Reyff & Heyvaert 2019; Reyff 2020 via NMFS 2022i).
- SPLRMS, SELs, and SPLPK, for 30" round steel piles installed using impulsive installation methods used source levels from the Richmond-San Rafael Bridge, CALTRANS/San Rafael, CA - San Francisco Bay project (Caltrans 2020).

Table 1. Predicted sound source levels and ensonified areas

Source	Source Type	Max Piles per Day	Min./ (Strikes) per Pile	Predicted Source Level (SPL RMS)	Sound Exposure Level (SEL)	Peak Source Level (SPL RMS)	Inst. Injury Isopleth (m) For Fish	Injury Isopleth (m) For Fish < 2 g	Injury Isopleth (m) For Fish ≥ 2g	Disturbance Isopleth (m) For Fish
Temporary Piles										
Temporary 30" steel round pile OR Equivalent H-pile	Non-impulsive, continuous installation and removal	12	30	159.0	Not Avail.	196.0	2.2	N/A	N/A	39.8
Pile Installation										
Float steel 24" round pile	Non-impulsive, continuous installation	2	60	153.0	Not Avail.	181.0	0.2	N/A	N/A	15.8
	Impulsive installation	2	2400	188.0	173	205.0	8.6	180.7	97.8	3,414.5
	DTH	2	180	167.0	159.0	184.0	0.3	3.7	2.0	135.9
Dolphin steel 30" round pile	Non-impulsive, continuous installation	3	60	159.0	Not Avail.	196.0	2.2	N/A	N/A	39.8
	Impulsive installation	3	2400	190.0	185.0	210.0	18.5	941.1	509.3	4,641.6
	DTH	3	180	174.0	164.0	194.0	1.6	1.7	0.9	398.1

Source	Source Type	Max Piles per Day	Min./ (Strikes) per Pile	Predicted Source Level (SPL RMS)	Sound Exposure Level (SEL)	Peak Source Level (SPL RMS)	Inst. Injury Isopleth (m) For Fish	Injury Isopleth (m) For Fish < 2 g	Injury Isopleth (m) For Fish ≥ 2g	Disturbance Isopleth (m) For Fish
Fixed piers steel 16" round pile	Non-impulsive, continuous installation	5	30	158.0	Not Avail.	196.0	2.2	N/A	N/A	34.1

1.4.4 WATER QUALITY IMPACT AREA

In addition to underwater sound, the project action area would also include temporary water quality impacts from construction activities. Pile removal and installation activities may result in short-term, localized turbidity and sedimentation. Based on Washington State Ferries (WSF) turbidity measurements, nephelometric turbidity unit (NTU) values at all depths during pile removal and driving were typically less than 0.5 to 1 NTU higher within 150 ft of the project area than stations farther away (WSF 2022). Measurements taken within 150 ft at the WSDOT Eagle Harbor maintenance facility found local turbidity levels caused by the removal of timber and steel piles did not exceed 0.2 NTU above background levels (WSF 2005a via WSF 2022). A turbidity plume of less than 150 feet is anticipated.

Construction debris, hazardous fluids, or pollutants may also spill during construction activities, resulting in a temporary and local impact to water quality. However, implementation of impact avoidance and minimization measures (Appendix 2) would avoid and minimize potential effects on water quality. Impacts to water quality are further discussed in Section 2.4.1.3 for NMFS ESA species and Section 3.3.1.3 for USFWS ESA species.

2. NMFS THREATENED & ENDANGERED SPECIES AND CRITICAL HABITAT

Threatened and endangered species managed by NMFS that are anticipated within the construction impacts area or with ranges overlapping the project area are summarized in Table 2. Additional details regarding each species are included in the following sections. An impacts assessment for all anticipated NMFS ESA-listed species is discussed in Section 2.4.5 and final effects determinations are listed in Table 2.

The basis for the "no effect" determinations is that the range of the species extends to the project action area, but they are rarely within range of construction impacts. The basis for the "may affect, but not likely to adversely affect" determinations is that mitigation measures described in this document are likely to prevent any adverse effects as a result of the project. The basis for "likely to adversely affect" determinations is because mitigation measures cannot prevent impacts to individuals.

Unless otherwise noted, effects to listed fish species were generalized (not separated by distinct population segments [DPS] or evolutionarily significant unit [ESU]) because habitat requirements (including physical and biological features of designated critical habitat) and effects are similar in nature. Table 2 summarizes listed species, critical habitats, and determinations.

Table 2. NMFS ESA species in the construction impacts area, critical habitats, and effects determinations

Species	ESU or DPS	Listing Status	Effects Determination
Chinook salmon	**Upper Columbia River spring-run ESU**	Endangered	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect
	Snake River fall-run ESU	Threatened	May affect, likely to adversely affect.
		Critical Habitat	No effect
	Snake River spring/summer run ESU	Threatened	No effect
		Critical Habitat	No effect
Steelhead	**Upper Columbia River DPS**	Threatened	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect
	Middle Columbia River DPS	Threatened	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect
	Snake River Basin DPS	Threatened	May affect, likely to adversely affect.
		Critical Habitat	No effect
Sockeye salmon	**Snake River ESU**	Endangered	No effect

Species	ESU or DPS	Listing Status	Effects Determination
		Critical Habitat	No effect

2.1 CHINOOK SALMON (*ONCORHYNCHUS TSHAWYTSCHA*)

2.1.1 STATUS

The Upper Columbia River (UCR) spring-run Chinook salmon ESU was listed as endangered on March 24, 1999 (64 FR 14308), with subsequent revisions to reaffirm listing on June 28, 2005 (70 FR 37159) and administrative updates to revise nomenclature without changing ESA status on April 14, 2014 (79 FR 20802).

The Snake River (SR) fall-run Chinook salmon ESU was listed as threatened on April 22, 1992 (57 FR 14653), reaffirmed on June 28, 2005 (70 FR 37159), and administrative updates made to revise nomenclature without changing ESA status on April 14, 2014 (79 FR 20802).

The SR spring/summer Chinook salmon ESU was listed as threatened under the ESA on April 22, 1992 (57 FR 14653). A subsequent Federal Register notice on June 28, 2005 (70 FR 37159) reaffirmed the threatened status. An administrative update published on April 14, 2014 (79 FR 20802) revised regulatory descriptions and nomenclature without changing ESA status.

2.1.2 POPULATION AND DISTRIBUTION

2.1.2.1 UCR Spring-Run ESU

The UCR spring-run Chinook salmon ESU encompasses all naturally spawned spring-run Chinook salmon originating from Columbia River tributaries upstream of the Rock Island Dam and downstream of Chief Joseph Dam, excluding the Okanogan River. The ESU comprises three extant individual populations grouped into one major population group (MPG). The listed UCR Spring-run Chinook salmon also includes six artificial propagation programs (Upper Columbia Salmon Recovery Board [UCSRB] 2007, 70 FR 37160). Historically, the run also likely included two additional MPGs which were extirpated by the completion of Grand Coulee and Chief Joseph Dams (UCSRB 2007).

Adult UCR spring-run Chinook salmon begin returning from the ocean to the Columbia River in April and May, with the Columbia River run peaking in mid-May. These individuals enter the upper Columbia River tributaries from April through July. Following migration, they stay in freshwater tributaries until spawning occurs in the late summer, peaking in mid-to-late August. Juvenile spring run Chinook salmon spend a year in freshwater before migrating to salt water in the spring of their second year of life (UCSRB 2007). Juvenile salmonids may use shallow-water habitat along mainstem Columbia River shoreline for resting and foraging during their migration to the ocean.

2.1.2.2 SR Fall-Run ESU

The SR fall-run Chinook salmon ESU includes one MPG with one extant population, the Lower Mainstem Snake River population, which includes all natural-origin fall-run Chinook salmon originating from the mainstem Snake River below Hells Canyon Dam and from the Tucannon River, Grande Ronde River, Imnaha River, Salmon River, and Clearwater River subbasins (NMFS 2017a). Four artificial propagation programs are also included in this ESU (NMFS 2017a, 70 FR 37160). Above the Hells Canyon Dam Complex, another large population of fall-run Chinook salmon also spawned but was extirpated in the early 1960s after the construction of the Hells Canyon Dams.

Chinook salmon have a wide variability in life history, exhibiting two life forms: ocean-type and stream-type. Most SR fall-run Chinook salmon historically originated from large mainstem reaches that supported a sub-yearling, or ocean-type, life history strategy. This life history strategy allows fall Chinook salmon to avoid high temperatures in the summer and losses associated with over-summering and over-wintering that impact other Chinook salmon ESUs with a yearling, or stream-type, life history strategy (NMFS 2020).

Currently, the sub-yearling life history strategy contributes most of the natural-origin adult returns to the ESU. Timing of adult migration, spawning, egg incubation, fry emergence, and juvenile emigration is consistent with historical patterns. The yearling life history strategy is also supported, mostly for juveniles from the cooler Clearwater River subbasin, which overwinter in the lower Snake River reservoirs or other cool-water refuge areas and migrate downstream the following year (NMFS 2017a).

Adult SR fall-run Chinook migrate up the Columbia and Snake Rivers from July to August, through November, and spawn from late September to early October through November. In the relatively warm lower mainstem reaches of the tributary rivers eggs develop rapidly, which facilitates emergence during late winter and early spring along with accelerated growth, helping juveniles become smolts and migrate to the ocean in May and June (NMFS 2017a).

2.1.2.3 SR Spring/Summer ESU

The SR Spring/Summer Chinook Salmon ESU, a stream-type Chinook salmon, typically spends two to three years in ocean waters (Myers et al. 1998 as cited in NMFS 2017b). Prior to dam development in the SR Basin, this ESU predominantly exhibited an ocean-type life history, migrating downstream during the first year of life. Following dam construction, two juvenile life-history strategies emerged—ocean-type and reservoir-type (Connor et al. 2005 as cited in NMFS 2017b). Juveniles exhibiting the reservoir-type life history overwinter in pools created by dams before migrating out of the Snake River (NMFS 2017b).

Adult spring-run Chinook salmon destined for the Snake River enter the Columbia River from the ocean in early spring, passing Bonneville Dam from early March through May 31, while summer-run Chinook salmon enter the river from June through July. Adults from both runs hold in deep pools of the mainstem Columbia and Snake Rivers and near the lower portions of spawning tributaries until late summer, when they migrate to higher-elevation spawning areas. Snake River spring-run Chinook salmon generally spawn from mid- to late-August. Snake River summer-run Chinook salmon spawn approximately one month later and typically spawn lower in tributary drainages, although spawning areas often overlap with those of spring-run Chinook salmon (NMFS 2017b).

2.1.2.4 Chinook Salmon in Action Area

USACE provides fish counts for adult salmon migrating through USACE-owned hydroelectric facilities. A query from the Fish Passage Center from April 15, 2024, to November 15, 2024, found that 108,708 adults and 4,648 Chinook salmon jacks were counted at Priest Rapids Dam, upstream of the project area (Fish Passage Center 2025). From April 1, 2024, to October 31, 2024, 270,850 adults and 46,678 jacks were counted at McNary Dam, downstream of the project (Fish Passage Center 2025).

A 2022 Biological Opinion issued by NMFS for the Howard Amon Park Dolphin Replacement Project, located approximately 5.4 miles downriver from the proposed project, determined that adult and juvenile UCR spring-run Chinook migrate through the action area to access upstream tributary spawning streams. Juveniles may also use the action area for resting and foraging.

SR fall Chinook often overwinter in Snake and Columbia River reservoirs. Although the action area is in close proximity to the confluence of these rivers, site-specific conditions, including the presence of rip rap and a high degree of disturbance, limit habitat complexity and suitability; therefore, the action area is unlikely to function as rearing habitat for overwintering SR fall Chinook.

For these reasons, most life phases of UCR spring-run and SR fall-run Chinook salmon may be present in the action area throughout different times of year. During the in-water work window, only juveniles are expected to be present.

The 2022 Biological Opinion for the Howard Amon Park Dolphin Replacement Project did not analyze SR spring/summer Chinook salmon (NMFS 2022g). The Howard Amon Park Dolphin Replacement project was located approximately 5.4 miles downriver of the proposed project and was closer to the Snake River confluence. The Biological Opinion cites discussions between NMFS and USACE that determined the proposed action would result in no effect on that ESU.

Given the proximity of the proposed project to the Howard Amon Park project and its location farther upstream of the Snake River confluence, SR spring/summer Chinook salmon are not expected to occur in the project area.

2.1.3 FORAGING AND HABITAT CONCERNS

Biological requirements include food, flowing water (quantity), high-quality water (cool, free of pollutants, high dissolved oxygen concentrations, low sediment content), clean spawning substrate, and unimpeded migratory access to and from spawning and rearing areas (Spence et al. 1996 via NMFS 2017b). Dams block approximately half of the area that historically produced UCR spring Chinook salmon (NMFS 2017b). The distribution of Chinook continues to be affected by dam construction and operations that block large portions of historical habitat.

Major risk factors that limit the recovery of Chinook include reduced quality and quantity of freshwater habitat, predation, regulatory mechanisms that fail to adequately protect habitat, ocean conditions, competition with hatchery fish, and climate change (NMFS 2022c, e, f). Factors contributing to the decline of UCR spring-run Chinook include intensive commercial fisheries in the lower Columbia River, the construction of dams and diversions, human population growth, and the associated land uses, which adversely affect spawning and rearing habitat. Non-native species were also introduced in the Upper Columbia Basin by both public and private interests (UCSRB 2007).

The most recent 5-Year Review for Snake River fall-run Chinook salmon noted that the implementation of sound management actions to address hydropower, habitat, hatcheries, harvest, and predation are essential to the recovery of that ESU (NMFS 2022c). The most recent 5-Year review for UCR spring-run Chinook Salmon and UCR steelhead, and the 5-year review for Snake River Spring/Summer Chinook salmon, reflected a similar conclusion (NMFS 2022f).

2.1.3.1 Designated Critical Habitat for Chinook Salmon and Physical and Biological Features

UCR spring-run Chinook salmon ESU critical habitat was designated on September 2, 2005. Snake River fall-run Chinook salmon ESU critical habitat was designated on December 28, 1993. Snake River spring/summer run Chinook salmon ESU critical habitat was designated on October 25, 1999. The action area is within the designated critical habitat for UCR spring-run Chinook salmon.

The designations of critical habitat for salmon, steelhead, and eulachon used the terms primary constituent elements (PCEs) or essential features. However, the 2016 critical habitat regulations (81 FR 7414) replaced this

term with physical or biological features (PBFs). The change in terminology does not impact the approach used in analyzing adverse effects on critical habitat, which remains the same regardless of the terminology used in the original designation. This BA will use the term PBF to mean PCE or essential features as appropriate for the specific critical habitats.

There are six physical and biological features of Pacific salmon and steelhead critical habitat. The three applicable PBFs found in the action area are presented in Table 3 below (65 FR 7764).

Table 3. Pacific Salmon and Steelhead PBFs in Action Area

PBF	Description	Presence in Action Area
PBF 1	Freshwater spawning sites with water quantity and quality conditions and substrate supporting spawning, incubation, and larval development.	The project is located within a mainstem reservoir reach of the Columbia River in Lake Wallula, which is characterized by low-velocity water and developed, armored shorelines that do not provide the clean gravel substrate, appropriate flow conditions, or habitat complexity required for salmonid spawning, incubation, or larval development. Although salmonids may be present in the action area, their use is likely limited to migration and does not indicate the presence of suitable spawning habitat. Spawning for affected species occurs in upstream tributaries or other suitable habitats outside of the action area.
PBF 2	Freshwater rearing sites with i. water quantity and floodplain connectivity to form and maintain physical habitat conditions and support juvenile growth and mobility; ii. water quality and forage supporting juvenile development; iii. and natural cover such as shade, submerged and overhanging large wood, log jams and beaver dams, aquatic vegetation, large rocks and boulders, side channels and undercut banks.	i. Hydropower, port development, and industrial harbor activities may result in interruptions of water quantity and connectivity. The series of dams and reservoirs in the Columbia River system has obstructed the process of natural sediment transport. Hydrosystem operations and reduced river flows as a result of climate change have decreased the delivery of sediment to the lower river and estuary by over 50% (Bottom et al 2005). The reduction of sediment, combined with bank armoring and in-water structures that focus flow in the navigation channel, has reduced the availability of shallow water habitat along the margins of the river (NMFS 2020). Maintenance dredging for the existing barge slip, approximately 260 meters south of the High Dock, occurs within the action area. Dredging, diking, draining, and placement of fill materials in wetlands and shallow habitats have disconnected the river from its floodplain function, resulting in the loss of shallow-rearing habitat (Bottom et al 2005 via NMFS 2020).

PBF	Description	Presence in Action Area
		ii. The stretch of the river that includes the Port of Benton High Dock facility was listed as Category 1 and 2 on Ecology's Water Quality Atlas Map (2025). Parameters for listing included pH and temperature for Category 2, and Chloride for Category 1. Overhanging riparian vegetation in limited portions of the action area may provide localized forage opportunities through the input of terrestrial insects. Rip rap shoreline may also support some benthic invertebrates; however, habitat complexity is limited and frequent disturbance reduces the abundance and diversity of prey resources. As a result, forage availability within the action area is expected to be limited. iii. Natural cover, such as shade from riparian vegetation and large rocks and boulders, is present within some portions of the action area but is impaired due to hydrosystem operations and development along the mainstem Columbia. The presence of rip rap and a high level of disturbance are present at the project site. As such, rearing habitat is unlikely to be present along the shoreline.
PBF 3	Freshwater migration corridors free of obstruction with water quantity and quality conditions and natural cover such as submerged and overhanging large wood, aquatic vegetation, large rocks and boulders, side channels, and undercut banks supporting juvenile and adult mobility and survival.	This PBF may be present within the action area but is impaired. The Columbia River migration corridor is highly modified and degraded by human disturbance (e.g., dams, irrigation, land use changes). The action area is between Priest Rapids Dam and McNary Dam, which blocks some migration to upper Columbia River streams. However, areas such as the Yakima River and Snake River remain accessible between the Priest Rapids and McNary Dam. Some limited areas provide natural cover (e.g., overhanging trees, aquatic vegetation, and side channels.

2.2 STEELHEAD (*O. MYKISS*)

2.2.1 STATUS

The UCR steelhead DPS was listed as endangered on October 17, 1997 (62 FR 43937) and then designated as a threatened species on January 5, 2006 (71 FR 834). The DPS was reclassified as endangered on January 13, 2007 (74 FR 42605). In 2009, the status was reclassified as threatened (74 FR 42605), and that status was reaffirmed on April 14, 2014 (79 FR 20802).

The Middle Columbia River (MCR) steelhead DPS was listed as a threatened species on March 25, 1999 (64 FR 14517). The threatened status was reaffirmed on January 5, 2006 (71 FR 834).

The Snake River Basin (SRB) DPS was listed as a threatened species on August 18, 1997 (62 FR 43937). The threatened status was reaffirmed on January 5, 2006 (71 FR 834) and most recently on April 14, 2014 (79 FR 20802).

2.2.2 POPULATION AND DISTRIBUTION

Like all salmonids, steelhead are cold-water fish that survive in a relatively narrow range of temperatures, which limits the species' distribution in freshwater to northern latitudes and higher elevations. The historical native range of steelhead extends from the Kamchatka Peninsula, through the Aleutian Islands and the southern coast of Alaska, and down the west coast of North America to Baja California in Mexico (Abadía-Cardoso et al. 2016).

2.2.2.1 UCR Steelhead DPS

The UCR steelhead DPS encompasses all naturally spawned steelhead populations below natural and artificial impassable barriers in streams within the Columbia River Basin, upstream from the Yakima River, to the U.S./Canada border. The UCR steelhead DPS also includes the Wenatchee River, Wells Complex Hatchery (Methow River), Winthrop National Fish Hatchery, Omak Creek, and Ringold Hatchery artificial propagation programs (NMFS 2022f). UCR steelhead exhibit a stream-type life history, with some individuals exhibiting a yearling life history strategy (NMFS 2020).

UCR steelhead adults typically return to the Columbia River between May and October, and adults may remain in freshwater up to a year before spawning. After spawning, adult steelhead migrate back to the ocean. Those that survive migrate from the ocean back to their natal stream to spawn again.

Adult UCR steelhead return to the Columbia River in the late summer and early fall. Unlike spring Chinook salmon, most steelhead do not move upstream quickly to tributary spawning streams. Some returning steelhead overwinter in mainstem Columbia River reservoirs, moving into tributaries to spawn in April and May of the following year. Spawning occurs in the late spring of the year following entry into the Columbia River. Juvenile steelhead generally spend one to three years rearing in freshwater before migrating to the ocean but can spend up to seven years in freshwater before migrating to ocean waters (Peven 1990; Mullan et al. 1992 cited in NMFS 2017b). Most adult steelhead return to the UCR Basin after one or two years at sea.

2.2.2.2 MCR Steelhead DPS

The MCR steelhead DPS includes all naturally spawned anadromous steelhead originating below natural and manmade impassable barriers from the Columbia River and its tributaries upstream of the Wind and Hood Rivers to and including the Yakima River. This DPS is made up of 20 historical populations, three of which are currently extirpated, grouped into four MPGs: Cascades Eastern Slope Tributaries, John Day River, Yakima River, and Umatilla/Walla Walla Rivers. Additionally, seven artificial propagation programs are also included in the DPS: Touchet River Endemic, Yakima River Kelt Reconditioning (four programs: Satus Creek, Toppenish Creek, Naches River, and Upper Yakima River), Umatilla River Program, and Deschutes River Program (NMFS 2022a). The MCR steelhead DPS includes 16 summer-run populations and four winter-run populations.

Summer MCR steelhead enter freshwater between May and October and require several months to mature before spawning. Winter MCR steelhead enter freshwater around November and April and spawn shortly after (NMFS 2020). However, steelhead may enter streams and arrive at spawning grounds anywhere from weeks to a year prior to spawning (NMFS 2020). During this time, they’re vulnerable to disturbance and predation. Cover such as overhanging vegetation, submerged vegetation, undercut banks, floating debris, turbidity, or turbulence, is needed.

2.2.2.3 SRB Steelhead DPS

The SRB DPS includes all naturally spawned anadromous steelhead that originate below natural and manmade impassable barriers from the Snake River Basin. Steelhead from the Tucannon River Program, Dworshak National Fish Hatchery, East Fork Salmon River Natural, Little Sheep Creek/Imnaha River Hatchery, Salmon River B-run, and South Fork Clearwater (Clearwater Hatchery) B-run artificial propagation programs are also included in the SRB DPS (NMFS 2022b). SRB steelhead are generally classified as summer-run fish that are sexually immature upon their return to freshwater and require several months to mature and spawn (NMFS 2020). SRB steelhead can delay their migration up the Columbia and Snake Rivers, and sidetrack into cooler tributaries for temporary holding (NMFS 2017b via NMFS 2020).

Adult SRB steelhead typically enter the Columbia River from June to August (NMFS 2022b). Likely as a response to warming temperatures and reduced flows, the peak passage of SRB steelhead has shifted by about two weeks from late July to early August (NMFS 2014 via NMFS 2020).

2.2.2.4 Steelhead in Action Area

A significant portion of MCR steelhead migrate upstream past McNary Dam beyond their natal tributaries (i.e., overshooting) and some may subsequently return downstream through McNary Dam during months where no juvenile fish passage spill is occurring (NMFS 2020). USACE provides fish counts for adult salmonids migrating through USACE-owned hydroelectric facilities. A query of data from the Fish Passage Center for April 15, 2024, to November 15, 2024, found that 9,766 adult steelhead salmon were counted at Priest Rapids Dam, upstream of the project area (Fish Passage Center 2025). From April 1, 2024, to October 31, 2024, 113,521 adults were counted at McNary Dam, downstream of the project areas (Fish Passage Center 2025).

A 2022 Biological Opinion issued by NMFS for the Howard Amon Park Dolphin Replacement Project, located approximately 5.4 miles downriver from the proposed project, determined that adult and juvenile MCR steelhead may occupy the action area, and UCR steelhead migrate through the action area to access upstream tributary spawning streams. UCR steelhead juveniles may also use the action area for resting and foraging.

Given the proximity of the action area to the confluence of the Snake and Columbia rivers, overwintering SRB steelhead may also use the action area as rearing habitat. Although the action area is in close proximity to the confluence of these rivers, site-specific conditions, including the presence of rip rap and a high degree of disturbance, limit habitat complexity and suitability; therefore, the action area is unlikely to function as rearing habitat. Overall, UCR, MCR, and SRB steelhead may be present in the action area at various life stages throughout the year.

2.2.3 FORAGING AND HABITAT CONCERNS

All steelhead require cold-water streams with gravel-bottomed, fast-flowing, well-oxygenated rivers and streams to spawn (NMFS 2025b).

UCR steelhead diversity and populations were reduced significantly by early fisheries that transferred fish among basins without regard to their origin (NMFS 2020). Although these practices initially increased the abundance of some stocks, they reduced population diversity and, over time, decreased productivity by weakening local adaptation and resilience to environmental variation. Concurrent with these hatchery practices, human population growth within the basin increased, and land uses adversely affected salmon spawning and rearing habitat. In addition, non-native species were introduced by both public and private interests in the UCR basin, further contributing directly and indirectly to declines in salmon populations (NMFS 2020).

Furthermore, UCR and SRB steelhead face similar threats to those of other salmonid species, including soaring harvest rates from the 1800s to the 1970s, increased sediment contributions to streams, predation, competition with aquatic invasives, reduced instream flows, increased stream temperature, and increased settlement that resulted in the deterioration of habitat conditions due to harmful land uses such as logging, mining, farming, grazing, irrigation, and development (NMFS 2017b, NMFS 2022a, b, and f). Large portions of the historical habitat were blocked by the construction of Swan Falls Dam in 1901 on the Snake River and later by the Hells Canyon Complex from 1955 to 1967. SRB steelhead were further impacted by the development of the eight Federal dams and reservoirs in the mainstem lower Columbia and Snake River (NMFS 2017b).

The destruction and modification of habitat, impacts of hydropower development and operation, overutilization for recreational purposes, and high percentages of hatchery fish spawning naturally were cited under 71 FR 834 as causes for the decline of MCR at the time of listing.

2.2.3.1 Designated Critical Habitat for Steelhead

NMFS designated critical habitat for the UCR, MCR, and SRB DPSs of steelhead on February 16, 2000 (65 FR 7764).

Critical habitat for UCR steelhead was designated to include all estuarine areas and river reaches of the mainstem Columbia River from its mouth upstream to its confluence with the Okanogan River (50 CFR 226.212(n)). NMFS designated critical habitat for MCR steelhead to include all estuarine areas and river reaches of the mainstem Columbia River from its mouth upstream to its confluence with the Yakima River (50 CFR 226.212(p)). The action area is within designated critical habitat for both UCR and MCR steelhead.

NMFS designated critical habitat for SRB steelhead to include all estuarine areas and river reaches of the mainstem Columbia River from its mouth upstream to its confluence with the Snake River, as well as all river reaches of the mainstem Snake River upstream to Hells Canyon Dam (50 CFR 226.212(o). The action area is not within the designated critical habitat for SRB steelhead.

There are six physical and biological features of Pacific salmon and steelhead critical habitat. The three applicable PBFs found in the action area are presented in Table 3.

2.3 SOCKEYE SALMON (*O. NERKA*)

2.3.1 STATUS

The Snake River (SR) sockeye ESU was listed as endangered under the ESA on November 20, 1991 (56 FR 58619). A subsequent Federal Register notice on June 28, 2005 (70 FR 37159) reaffirmed the endangered status. An administrative update published on April 14, 2014 (79 FR 20802) revised regulatory descriptions and nomenclature without changing ESA status.

2.3.2 POPULATION AND DISTRIBUTION

The SR sockeye ESU includes all naturally spawned anadromous and residual sockeye salmon originating from the Snake River basin, and sockeye salmon from the Redfish Lake Captive Broodstock Program and the Snake River Sockeye Salmon Hatchery Program. SR sockeye salmon habitat includes the Pacific Ocean, the Columbia River estuary, the mainstem Columbia River, the Snake River, the Salmon River, and the Sawtooth Valley lakes (NMFS 2015). The Columbia River represents adult migration, holding, and juvenile out-migration habitat. Most spawning occurs in or near lakes but also includes lake tributaries, outlets, or other areas with upwelling and intra-gravel flow. There are few remaining anadromous life-cycle sockeye in this watershed.

Historically, before the turn of the 20th century, large runs of sockeye salmon returned annually to the Snake River basin (Evermann 1895, Selbie et al. 2007 via NMFS 2020). The last remaining SR sockeye salmon population is in the Sawtooth Valley of Idaho. This population migrates 900 miles downstream from the Sawtooth Valley through the Salmon, Snake, and Columbia Rivers, passing eight major federal dams to reach the ocean. Juveniles can spend up to two years rearing prior to emigration (Gustafson et al 1997 via NMFS 2015). After 1 to 3 years in the ocean, sockeye adults return to the Sawtooth Valley, again passing through the eight dams (NMFS 2020).

2.3.2.1 Presence in Action Area

The mainstem Columbia River serves as migration habitat for sockeye salmon (NMFS 2015). However, the action area is located upstream of the Snake River confluence. Snake River sockeye salmon migrate through the Columbia River to the Snake River, which they enter downstream of the project area to access spawning habitat in the Salmon River basin. Therefore, the action area is not located within the migration pathway for adult and juvenile SR sockeye salmon, and the species is unlikely to occur in the action area.

The 2022 Biological Opinion for the Howard Amon Park Dolphin Replacement Project, located approximately 5.4 miles downriver of the proposed project and closer to the Snake River confluence, did not analyze SR sockeye salmon. That Biological Opinion cites discussions between NMFS and USACE that determined the proposed action would result in no effects on that species. Given the proximity of the proposed project to the Howard Amon Park project and its location farther upstream of the Snake River confluence, SR sockeye salmon are not expected to occur in the action area for the proposed project.

2.3.3 FORAGING AND HABITAT CONCERNS

Sockeye are highly susceptible to mortality from warming water temperatures, both in freshwater and ocean waters. As identified in the 2022 5-Year Review for the SR sockeye salmon, migration corridors in the Columbia, Snake, and Salmon Rivers continue to pose challenges for the entire ESU due to high summer water temperatures, influence of predation from native and non-native species, and lower survival of adult sockeye that were transported through hydrosystems as juveniles. Individually and cumulatively, these factors decrease survival across both juvenile and adult freshwater life stages. The river reach between Bonneville and McNary Dams accounts for the majority of adult mortality and may warrant special emphasis to address potential synergistic effects of hydropower operations, reduced water volume, degraded water quality, juvenile fish transport, and climate-induced increases in water temperature. Additionally, passive integrated transponder (PIT)-tag–based survival estimates indicate that substantial losses of adult sockeye salmon occur between Bonneville and McNary Dams. Fallback and straying have been ruled out because they affect too few individuals to explain the observed losses. In some years, elevated temperatures and associated disease and stress likely contribute substantially to adult mortality, whereas in other years, there is little or no evidence indicating these factors are the primary source of loss (NMFS 2022d).

2.3.3.1 Designated Critical Habitat for Snake River Sockeye Salmon

Critical habitat for the SR sockeye salmon was designated on December 28, 1993 (58 FR 68543). The nearest designated critical habitat is the Columbia River from the Pacific Ocean to its confluence with the Snake River. The action area is north of the confluence and is not within designated critical habitat (NMFS 2025a).

2.4 EFFECTS ON NMFS ESA SPECIES

2.4.1 DIRECT EFFECTS

The potential direct effects from the construction of the project and operation of the floating dock complex on listed salmonids include increased noise levels, vessel interactions, modification of habitat, and a temporary degradation of water quality. No effects are anticipated for SR ESU sockeye salmon or SR spring/summer run ESU Chinook salmon.

2.4.1.1 Construction Noise Levels

2.4.1.1.1. Underwater Noise

In order to complete the project, steel piles will be installed. Piles would be driven using a vibratory hammer and proofed with an impact hammer. Down-the-hole drilling may be used on float and dolphin piles to achieve design embedment. NMFS has expressed concern over the potential for impact driving of steel piles to adversely affect juvenile fish in the vicinity due to the generation of high-pressure sound waves, which, if generated at high enough pressure levels, can injure or kill juvenile fish.

West coast representatives from NMFS, USFWS, the Federal Highway Administration (FHWA), and WSDOT agreed to interim criteria to minimize potential impacts to fish (Fisheries Hydroacoustic Working Group 2008). This agreement sets thresholds for potential injury and adverse behavioral effects from underwater noise. The agreement states that there is a potential for onset of physical injury to juvenile salmonids when pile driving generates an SPL_{PK} of 206 dB, or cumulative SEL reaches 187 dB for salmonids greater than or equal to 2 grams and 183 dB for salmonids under 2 grams.

Vibratory pile driving can produce avoidance responses in fish which can drive them away from the vicinity. Behavioral impacts from vibratory pile-driving noise could occur at SPL_{RMS} over 150 dB.

Vibratory, impact, and down-the-hole pile driving would be used during an approved in-water work window when ESA-listed fish weighing less than 2 grams are unlikely to be in the action area. Vibratory hammers will be used whenever feasible for driving piles. Impact driving may be used to proof float and dolphin piles. Down-the-hole drilling may be used on float and dolphin piles to achieve embedment. The largest isopleths for impact pile driving would result from 30” round steel dolphin piles. The largest cumulative SEL injury radius is 510 meters for NMFS-managed ESA-listed fish greater than or equal to 2 grams or USFWS-managed bull trout greater than 2 grams. The largest physical injury onset threshold for fish weighing less than or equal to 2 grams is 950 meters. The largest SPL_{PK} injury zone is 20 meters. The largest behavioral disturbance radius for listed fish species is 4,650 meters, and this area defines the in-water action area, as shown in Figure 4.

Impact hammer use may affect listed fish species and prey species by elevating underwater noise. However, these effects would be minimized by completing the project during in-water work windows when listed species are less likely to be present and by implementing conservation measures. Project conservation measures, such as soft-start procedures to allow fish to leave the area and installing full-length bubble curtains around each pile during impact hammer use, would reduce underwater sound pressure levels.

Pile sizes and quantities used in the project are the minimum feasible in order to minimize the impacts on protected species and their prey during construction. To minimize impacts from underwater noise, POB and its contractors will comply with the measures listed in Appendix 2. Project impacts from underwater noise are

expected to have an adverse impact on a very small number of juvenile UCR spring-run ESU Chinook salmon, juvenile SR fall-run ESU Chinook salmon, and all life stages of UCR, MCR, and SRB steelhead.

2.4.1.2 Vessel Interactions

The existing High Dock facility currently provides a public docking location for loading barges and other waterborne cargo operations. The facility also includes infrastructure for water withdrawal to support irrigation and has been expanded to provide additional pumping capacity for the City of Richland and the Pacific Northwest National Laboratory. River users have expressed interest in mooring at the High Dock facility, including Columbia River barge and cruise operators.

POB is pursuing additional commercial uses on nearby properties, including the proposed Atlas Argo zero-carbon fertilizer facility, which would utilize the High Dock for general cargo operations. As a result, the frequency and duration of vessel docking at the High Dock facility are expected to increase slightly relative to existing conditions. While additional users are anticipated, the POB High Dock is located within the M-84 Green Corridor, which currently experiences high volumes of commercial vessel traffic.

The proposed project would primarily accommodate vessels already operating within the corridor that are seeking to dock at the site and would allow those vessels to shut down auxiliary engines while moored, thereby reducing localized air emissions compared to continued operation or idling. Vessels moored at the dock would shade the area underneath them, potentially inhibiting submerged aquatic vegetation growth. Additionally, an increase in vessels maneuvering near the dock could increase effects from propwash and propeller noise (e.g. cavitation) in the action area, although these effects would be localized to the immediate area of the dock.

A slight increase in vessel activity may also occur during construction; however, this increase would be temporary and limited to the construction period. Overall, increased vessel activity from construction and operation of the dock is expected to have a minor impact on ESA-listed salmonids.

2.4.1.3 Water Quality

Construction debris, hazardous fluids, or pollutants could spill during construction activities. Implementing impact avoidance and minimization measures in Appendix 2 would avoid and minimize any potential effects to water quality from spills and debris.

Pile removal and installation activities may result in short-term, localized turbidity and sedimentation. The Federal Highway Administration (FHWA), in a study of potential turbidity sources for the Tappan Zee Hudson River Crossing (2012), estimated that pile driving and coffer dam construction would raise turbidity by approximately 5 to 10 mg/L above background levels. NOAA Fisheries (New England/Mid-Atlantic Region 2019) considers this below any injury level to fish, which typically tolerate up to 1,000 mg/L with no adverse effects or 580 mg/L for more sensitive species.

Based on WSF turbidity measurements, NTU values at all depths during pile removal and driving were typically less than 0.5 to 1 NTU higher within 150 ft of the project area than stations farther away (WSF 2022). Measurements taken within 150 ft at the WSDOT Eagle Harbor maintenance facility found local turbidity levels caused by the removal of timber and steel piles did not exceed 0.2 NTU above background levels (WSF 2005a via WSF 2022). Therefore, a turbidity plume of less than 150 ft is anticipated. While determining the expected increase in total suspended solids (mg/L) from the project based on expected NTU increases is not possible without site specific sampling and laboratory testing, injury or mortality resulting from turbidity is not anticipated because the increase above background levels would be small (~1 NTU).

The project will incorporate measures to minimize impacts on water quality and the aquatic environment, as described in Appendix 2. With the inclusion of these conservation measures, water quality impacts on protected fish species would be temporary, localized, and insignificant.

2.4.2 EFFECTS ON HABITAT

Installation of the proposed floating dock complex would result in a net increase of 1,896 square feet of overwater coverage. Installation of piles to support the floating dock complex would also result in a permanent loss of 28 square feet of benthic habitat at pile locations. The new overwater and in-water structures could provide long-term refuge for salmonid predators due to an increase in overhead and structural cover.

Overwater structures can provide cover for native and non-native piscine predators, as well as avian predators, that prey on juvenile salmonids in freshwater environments. Northern pikeminnows are known to consume juvenile salmonids and would potentially congregate around overwater structures. Fish-eating birds that may utilize overwater structures or nearby areas include Caspian terns and double-crested cormorants (Northwest Power and Conservation Council 2026).

Juvenile salmonids exhibit visual sensitivity when transitioning from well-lit areas into shaded environments, such as beneath overwater structures (Ono et al. 2010). During this transition, the ability of juvenile fish to detect and avoid predators may be temporarily reduced, potentially increasing predation risk.

To minimize these effects, the size of the proposed structures was reduced to the smallest extent feasible and designed to maximize light penetration. The narrow configuration of project components, elevated design, and incorporation of grated decking materials are expected to allow sufficient ambient light to reach the river surface and benthic habitat beneath the dock. These design features are expected to minimize long-term predation risk and behavioral avoidance by juvenile salmonids. Vessels mooring at the dock would also increase local shading intermittently throughout the life of the project; however, the transient nature of moored vessels would be expected to have a less-pronounced effect on habitat than permanent structures.

Temporary construction-related effects may include a short-term increase in predator cover associated with the presence of barges and work vessels. However, these effects are expected to be limited spatially and temporally and would likely affect only a small number of individual fish. Juvenile salmonid presence in the project vicinity is expected to be minimal during the winter in-water work window; therefore, exposure to elevated predation risk during construction is anticipated to be negligible.

2.4.3 INDIRECT EFFECTS

2.4.3.1 Propeller Scour

Operation of vessels accessing the proposed dock may result in indirect effects to habitat and ESA-listed salmonids through propeller wash, which can disturb bottom sediments, aquatic vegetation, and benthic organisms. These disturbances may cause localized and temporary increases in turbidity and minor displacement of benthic prey resources.

However, the project site is located along a developed segment of the Columbia River where vessel traffic and docking activities currently occur. The proposed action is not expected to substantially increase overall vessel traffic in the project vicinity, as it would primarily accommodate existing river users who would shift from other docking locations. While docking frequency at the site is expected to increase, these activities would occur within an already disturbed and armored shoreline environment with limited habitat complexity.

In addition, use of the zero-emission High Dock would allow vessels to reduce reliance on gas or diesel generators, improving air quality and reducing or eliminating idling of auxiliary diesel engines while docked, which would decrease localized water quality impacts compared to existing conditions.

Given the limited spatial extent of propeller-induced disturbance, the already disturbed baseline conditions, and the lack of a net increase in vessel traffic along the corridor, adverse effects on habitat and ESA-listed salmonids from vessel operation are expected to be minor and localized.

2.4.4 CUMULATIVE EFFECTS

The action area for the proposed project is located within a developed and actively used segment of the Columbia River that supports ongoing commercial navigation, existing overwater structures, shoreline development, hydroelectric dam operations, and routine vessel traffic. These baseline conditions reflect long-term anthropogenic use and disturbance that predate the proposed project.

The proposed project would result in a localized increase in overwater coverage and in-water structures, as well as a slight increase in vessel docking activity relative to existing conditions. These effects would occur within an area that already experiences frequent vessel traffic and has existing moorage capacity. The proposed project would primarily accommodate vessels already operating within the corridor that are seeking to dock at the site. The dock would allow those vessels to shut down auxiliary engines while moored and would not introduce new stressors or substantially alter existing disturbance patterns within the action area.

When considered in combination with other reasonably foreseeable non-federal actions, the proposed project would not reduce the likelihood of survival and recovery of ESA-listed salmonid species. Project effects are expected to be small in magnitude, limited in spatial extent, or temporary in duration, and are not expected to measurably affect population-level parameters such as abundance, reproduction, or distribution. No changes to migration corridors, spawning areas, or rearing habitat at a scale relevant to listed populations are expected to occur as a result of the project.

Although incremental effects from shoreline development and river use exist within the broader Columbia River system, the proposed project represents a minor contribution to those ongoing activities. Given the limited scale of effects, the developed baseline condition of the action area, and the implementation of avoidance and minimization measures, the proposed project would not result in cumulative effects that appreciably reduce survival or recovery prospects for listed species, nor would it appreciably diminish the value of designated critical habitat for conservation purposes.

For these reasons, cumulative effects from the proposed project are expected to be insignificant.

2.4.5 IMPACTS ASSESSMENT

The NMFS ESA-listed species likely to occur near the project are listed in Table 4 below. Project construction is not expected to adversely affect juvenile salmonids, as the Project would be conducted during the established in-water work season approved by WDFW, USACE, NMFS, and USFWS (anticipated to be the period between December 1 – February 28 for pile driving). This timeframe would limit in-water work so that it does not occur during the period when out-migrating juvenile salmonids are likely present in the action area.

Although adult steelhead trout could be present in the action area during construction, adult fish are highly mobile and able to avoid areas where construction is occurring. No long-term impacts are anticipated.

The basis for the "unlikely to be present" assessments is because the range of the species extends to the project action area, but they are rarely located there or are likely to be out of range of the specified impact. The basis for the "insignificant" assessments is that the source is minimal and unlikely to adversely affect any protected species or because mitigation measures described in this document are likely to prevent any effects as a result of the project. The basis for "behavioral disturbance" assessments is because mitigation measures cannot prevent impacts to individuals.

Table 4. Summary of impact assessments by NMFS ESA species

	ESU or DPS	Construction Noise Levels	Vessel Interaction	Water Quality	Habitat Quality	Cumulative Effects
Chinook salmon	**Upper Columbia River spring-run ESU**	Temporary behavioral disturbance & auditory injury potential	Reduced air emissions, localized increase shading/propeller impacts	Temporary & insignificant	Increased shading & predator ambush, propeller impacts	Insignificant
	Snake River fall-run ESU	Temporary behavioral disturbance & auditory injury potential	Reduced air emissions, localized increase shading/propeller impacts	Temporary & insignificant	Increased shading & predator ambush, propeller impacts	Insignificant
	Snake River spring/summer run ESU	Unlikely to be present	Unlikely to be present	Unlikely to be present	Unlikely to be present	Unlikely to be present
Steelhead	**Upper Columbia River DPS**	Temporary behavioral disturbance & auditory injury potential	Reduced air emissions, localized increase shading/propeller impacts	Temporary & insignificant	Increased shading & predator ambush, propeller impacts	Insignificant
	Middle Columbia River DPS	Temporary behavioral disturbance & auditory injury potential	Reduced air emissions, localized increase shading/propeller impacts	Temporary & insignificant	Increased shading & predator ambush, propeller impacts	Insignificant
	Snake River Basin DPS	Temporary behavioral disturbance & auditory injury potential	Reduced air emissions, localized increase shading/propeller impacts	Temporary & insignificant	Increased shading & predator ambush, propeller impacts	Insignificant
Sockeye salmon	**Snake River ESU**	Unlikely to be present	Unlikely to be present	Unlikely to be present	Unlikely to be present	Unlikely to be present

Final NMFS ESA species effects determinations are listed in Table 2 and a summary of all final species determinations is included in Section 5.

2.4.5.1 Impacts on Critical Habitat

Critical habitat for UCR spring-run Chinook salmon, UCR steelhead, and MCR steelhead exists within the project action area. The proposed action is likely to adversely affect designated critical habitat because in-water structures would increase by 1,896 sq ft, and water quality would be temporarily impacted during in-water pile driving.

Overwater coverage can decrease the abundance of both primary (phytoplankton and macrophytes) and secondary producers (epibenthic organisms). However, in-water structure surfaces will be grated to allow for sufficient light penetration, while solid structures are designed at favorable light elevations, and the size of the proposed structures was reduced to the smallest extent feasible. Shading effects from increased vessel mooring would be transient in nature and not expected to be as impactful as shading by permanent structures.

There would be direct effects to water quality during pile removal and installation. During construction, turbidity and suspended sediments would be increased above background levels. However, these impacts would be temporary in nature, are likely to return to background levels within 24 hours, and would be insignificant. Minor indirect effects on critical habitat would include increased propeller scour due to increased vessel maneuvering at the new dock.

The proposed project would not diminish the value of designated critical habitat. The project would not result in the loss or degradation of critical habitat features at a scale that would affect the conservation function of critical habitat. Design features incorporated into the project, including minimized overwater coverage, elevated structures, and the use of grated decking, are intended to maintain light penetration, limit habitat alteration, and reduce long-term effects to PBFs essential to the conservation of listed salmonids.

3. USFWS THREATENED & ENDANGERED SPECIES AND CRITICAL HABITAT

Endangered and protected species managed by USFWS that are anticipated within the construction impacts area are summarized in Table 5. An impacts assessment for all anticipated USFWS species is discussed in Section 3.3.5 and final effects determinations are listed in Table 5.

The basis for the "no effect" determinations is because the range of the species extends to the project action area, but they are rarely within range of construction effects. The basis for the "may affect, but not likely to adversely affect" determinations is that mitigation measures described in this document are likely to prevent any adverse effects as a result of the project. The basis for "likely to adversely affect" determinations is because mitigation measures cannot prevent impacts to individuals.

Table 5. USFWS species in the construction impacts area and effects determinations

Species	DPS or Recovery Unit	Listing Status	Effects Determination
Yellow-billed cuckoo	**Western DPS**	Threatened	No effect
		Critical Habitat	No effect
Bull Trout	**Mid-Columbia Recovery Unit (MCRU)**	Threatened	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect

3.1 YELLOW-BILLED CUCKOO

3.1.1 STATUS

The yellow-billed cuckoo western DPS was listed as Threatened on October 3, 2014 (79 FR 59992).

3.1.2 POPULATION AND DISTRIBUTION

The yellow-billed cuckoo is a rare migratory bird species and a summer resident in Washington state. Yellow-billed cuckoos nest across the eastern and central United States, along with parts of Canada, Mexico, and the Caribbean. The population size and breeding range of western yellow-billed cuckoos have greatly declined during the past century, with only 680 to 1,025 breeding pairs estimated to remain as of 2017 (WDFW 2026b).

3.1.2.1 Presence in Action Area

The yellow-billed cuckoo was last known to breed in Washington in 1940. An occasional sighting is reported every two years or so, totaling just 20 sightings in the state since the 1950s, with 16 of the sightings occurring in eastern Washington. This species is presumed functionally extirpated in Washington (Washington Department of Fish and Wildlife Services [WDFW] 2026b); it is not anticipated within the action area during construction or operation of the new facility.

Most nesting occurs between June and early August but may extend from late May to late September (WDFW 2026b).

3.1.3 FORAGING AND HABITAT CONCERNS

Many areas of the western United States, including Washington, were historically used for breeding but, following substantial population declines, breeding is now restricted to a limited number of areas in the southwestern United States. Breeding habitat consists of riparian areas where willows, cottonwoods, and other shrubs provide nest sites. Nearby cottonwoods may also serve as foraging sites.

USFWS cited habitat loss as a threat to the continued existence of the cuckoo (50 CFR Part 17). Habitat loss associated with man-made features that altered watercourses Over the past century, yellow-billed cuckoo populations and their associated breeding range have declined substantially (WDFW 2026b).

3.1.3.1 Designated Critical Habitat for Yellow-Billed

Critical habitat was designated for the western yellow-billed cuckoo on May 21, 2021, to include approximately 298,845 acres in Arizona, California, Colorado, Idaho, New Mexico, Texas, and Utah. No critical habitat was designated in Washington.

3.2 BULL TROUT (*SALVELINUS CONFLUENTUS*)

3.2.1 STATUS

The U.S. Fish and Wildlife Service issued a final rule listing the bull trout as threatened on November 1, 1999 (64 FR 58910).

3.2.2 POPULATION AND DISTRIBUTION

Bull trout were historically found in major tributaries to the Columbia River on the east side of the Cascade Mountains; major tributaries on the west side of the Cascade Mountains flowing into Puget Sound; and major tributaries to the Olympic Mountains flowing into Hood Canal, the Strait of Juan de Fuca, and the Pacific Ocean. Bull trout exhibit four life history strategies including non-migratory or resident bull trout, riverine or fluvial bull trout, lacustrine or adfluvial bull trout, and a rare marine or amphidromous/anadromous form (USFWS 2025). Bull trout require stable stream channels with clean spawning gravel, structurally complex and diverse cover, and unblocked migration routes. The anadromous form enters saltwater for part of its life history and returns to freshwater to spawn. Typical spawning for bull trout occurs between August and November, with some spawning as late as December. Eggs remain on the gravel for up to 210 days. Upon emergence, juvenile bull trout may rear one to four years in their natal stream before migrating to mature (USFWS 2025).

Rondorf et al (2010) state that McNary Reservoir may provide connectivity between populations of bull trout in the Walla Walla River and the Yakima River, and that reservoir habitat is likely used by adult bull trout during overwintering and migration. The Mid-Columbia Recovery Unit (MCRU) encompasses portions of central Idaho, eastern Washington, and eastern Oregon (USFWS 2015) and is divided into four geographic regions: (1) the Lower Mid-Columbia, which includes all Core Areas that drain into the Columbia River below its confluence with the Snake River; (2) the Upper Mid-Columbia, which includes all Core Areas that drain into the Columbia River above its confluence with the Snake River; (3) the Lower Snake, which includes all Core Areas that drain into the Snake River between its confluence with the Columbia River and Hells Canyon Dam; and (4) the Mid-Snake, which includes all Core Areas within the MCRU that drain into the Snake River upstream of Hells Canyon Dam.

3.2.2.1 Presence in Action Area

Bull trout in the action area comprise individual migratory bull trout from multiple local populations that have converged within the mainstem of the upper mid-Columbia River. The project lies between river mile (RM) 342-344, within the Upper Mid-Columbia geographic region, and is located approximately 18 RM upstream of the Lower Mid-Columbia and Lower Snake geographic regions. This region is also within the Mid-Columbia River shared foraging, migration, and overwintering (FMO) habitat and is influenced by the Snake River shared FMO habitat (USFWS 2022).

Bull trout present in the action area likely include individuals from multiple Core Areas, and their distribution is influenced by connectivity with both the Lower Mid-Columbia and Lower Snake regions. The mainstem Columbia River FMO area within the MCRU is between John Day Dam upstream to Chief Joseph Dam in Washington and Oregon. This FMO represents habitat where subadult and adult migratory bull trout forage, migrate, mature, or overwinter, and is typically downstream from spawning and rearing habitat with all the physical elements required for overwintering, spawning migration, and subadult and adult rearing needs (USFWS 2022).

The project area is within the MCRU, which includes seven segments of FMO habitat.

Occupancy is generally from late fall through late spring, coinciding with required stream temperatures (USFWS 2015). The Columbia Basin Research Center provides adult passage inventory for bull trout through the *Data Access in Real Time* query. In 2024, all three bull trout occurrences from April 15 to November 15 were recorded between June 17 and June 22 at the Priest Rapids Dam upstream of the project area. Adult and subadult life forms of bull trout may be present in the action area during the construction period.

Juvenile bull trout are not anticipated to occur in the action area. Following emergence, juvenile bull trout typically rear for one to four years in natal tributaries that provide cold water, clean spawning gravels, and complex cover (USFWS 2025). In contrast, the project area is located within the mainstem Columbia River reservoir in Lake Wallula, and is designated as FMO habitat, which primarily supports subadult and adult life stages (USFWS 2022). The reservoir environment and developed shoreline conditions, including the presence of rip rap, lack the habitat features necessary to support juvenile rearing. Therefore, bull trout present in the action area are expected to include subadult and adult migratory individuals, and juvenile bull trout are unlikely to occur.

3.2.3 FORAGING AND HABITAT CONCERNS

Threats to bull trout include loss of habitat from channelization, piers, dams, levees, pollution, and conversion of nearshore habitats to other land uses, such as agriculture. Nonnative fish and climate change also pose a threat to bull trout in this region.

3.2.3.1 Bull Trout Designated Critical Habitat and Physical and Biological Features

The project is located in the Mainstem Upper Columbia River Critical Habitat Unit (CHU). Across the CHU, most PBFs are impacted as a result of dam operations and reduced riparian habitat function. PBF 6 (spawning habitat) is absent from the action area and typically found in the extreme upper reaches of the major tributaries. PBF 1 (hyporheic flows), PBF 4 (habitat complexity), PBF 5 (water temperature), and PBF 7 (natural hydrograph) may be present in the action area. In accordance with section 3(5)(A)(i) of the ESA and regulations at 50 Code of Federal Regulations (CFR) 424.12(b), in determining which areas occupied at the time of listing to propose as critical habitat, the following PBFs essential to the conservation of bull trout may require special management considerations or protection (Table 6).

Table 6. Bull trout designated critical habitat PBFs.

PBF	Description	Presence in Action Area
PBF 2	Migration habitats with minimal physical, biological, or water quality impediments between spawning, rearing, overwintering, and freshwater and marine foraging habitats, including but not limited to permanent, partial, intermittent, or seasonal barriers.	This PBF may be present in the action area. However, the action area is highly modified by human disturbance that includes disruptions in habitat caused by hydroelectric and irrigation facilities, land conversion, and loss of tributaries.
PBF 3	An abundant food base, including terrestrial organisms of riparian origin, aquatic macroinvertebrates, and forage fish.	This PBF may be present in the action area. However, the quality of this PBF is low due to anthropogenic disturbance and elevated water temperatures.
PBF 8	Sufficient water quality and quantity such that normal reproduction, growth, and survival are not inhibited.	This PBF may be present in the action area but is impaired. The stretch of the river that includes the Port of Benton High Dock facility was listed as Category 1 and 2 on the Department of Ecology's (Ecology) Water Quality Atlas Map (2025). Parameters for listing included pH and temperature for Category 2, and Chloride for Category 1. While water quality is impaired, the presence of bull trout within the action area suggests that PBF 8 is present to support normal reproduction, growth, and survival. Hydropower, port development, and industrial harbor activities may result in interruptions of water quantity. Hydrosystem operations account for river flow changes due to climate change, where higher flows are observed during the winter, and lower river flows in the summer (Northwest Power and Conservation Council 2018). While water quantity may be impaired, the presence of salmonids in the action area suggests that PBF 8 is present to support normal reproduction, growth, and survival.
PBF 9	Sufficiently low levels of occurrence of nonnative predatory (e.g., lake trout, walleye, northern pike, smallmouth bass); interbreeding (e.g., brook trout); or competing (e.g., brown trout) species that, if present, are adequately temporally and spatially isolated from bull trout.	This PBF may be present in the action area. However, cover and shelter are highly modified by human disturbance. This PBF is likely of low quality in the action area. Vessel shading, which may serve as ambush habitat, will have an insignificant effect on PBF 9 due to the localized and transient nature of the stressor.

3.3 EFFECTS ON USFWS ESA SPECIES

3.3.1 DIRECT EFFECTS

The potential direct effects from the construction of the project and operation of the floating dock complex on listed salmonids include increased noise levels, vessel interactions, modification of habitat, and a temporary degradation of water quality. The yellow-billed cuckoo is not expected in the vicinity of the proposed project; therefore, the project would have no effect on the yellow-billed cuckoo.

3.3.1.1 Construction Noise Levels

3.3.1.1.1. Underwater Noise

Appendix 2In order to complete the project, steel piles will be installed. Piles would be driven using a vibratory hammer and proofed with an impact hammer. Down-the-hole drilling may be used on float and dolphin piles to achieve design embedment. NMFS has expressed concern over the potential for impact driving of steel piles to adversely affect juvenile fish in the vicinity due to the generation of high-pressure sound waves, which, if generated at high enough pressure levels, can injure or kill juvenile fish.

West coast representatives from NMFS, USFWS, the Federal Highway Administration (FHWA), and WSDOT agreed to interim criteria to minimize potential impacts to fish (Fisheries Hydroacoustic Working Group 2008). This agreement sets thresholds for potential injury and adverse behavioral effects from underwater noise. The agreement states that there is a potential for onset of physical injury to juvenile salmonids when pile driving generates an SPL_{PK} of 206 dB, or cumulative SEL reaches 187 dB for salmonids greater than or equal to 2 grams and 183 dB for salmonids under 2 grams.

Vibratory pile driving can produce avoidance responses in fish which can drive them away from the vicinity. Behavioral impacts from vibratory pile-driving noise could occur at SPL_{RMS} over 150 dB.

Vibratory, impact, and down-the-hole pile driving would be used during an approved in-water work window when ESA-listed fish weighing less than 2 grams are unlikely to be in the action area. Vibratory hammers will be used whenever feasible for driving piles. Impact driving may be used to proof float and dolphin piles. Down-the-hole drilling may be used on float and dolphin piles to achieve embedment. The largest isopleths for impact pile driving would result from 30” round steel dolphin piles. The largest cumulative SEL injury radius is 510 meters for NMFS-managed ESA-listed fish greater than or equal to 2 grams or USFWS-managed bull trout greater than 2 grams. The largest physical injury onset threshold for fish weighing less than or equal to 2 grams is 950 meters. The largest SPL_{PK} injury zone is 20 meters. The largest behavioral disturbance radius for listed fish species is 4,650 meters, and this area defines the in-water action area, as shown in Figure 4.

Impact hammer use may affect listed fish species and prey species by elevating underwater noise. However, these effects would be minimized by completing the project during in-water work windows when listed species are less likely to be present and by implementing conservation measures. Project conservation measures, such as soft-start procedures to allow fish to leave the area and installing full-length bubble curtains around each pile during impact hammer use, would reduce underwater sound pressure levels.

Pile sizes and quantities used in the project are the minimum feasible in order to minimize the impacts on protected species and their prey during construction. To minimize impacts from underwater noise, POB and its contractors will comply with the measures listed in Appendix 2. Project impacts from underwater noise are expected to have an adverse impact on a small number of adult and subadult bull trout.

3.3.1.2 Vessel Interactions

The existing High Dock facility currently provides a public docking location for loading barges and other waterborne cargo operations. The facility also includes infrastructure for water withdrawal to support irrigation and has been expanded to provide additional pumping capacity for the City of Richland and the Pacific Northwest National Laboratory. River users have expressed interest in mooring at the High Dock facility, including Columbia River barge and cruise operators.

POB is pursuing additional commercial uses on nearby properties, including the proposed Atlas Argo zero-carbon fertilizer facility, which would utilize the High Dock for general cargo operations. As a result, the frequency and duration of vessel docking at the High Dock facility are expected to increase slightly relative to existing conditions. While additional users are anticipated, the POB High Dock is located within the M-84 Green Corridor, which currently experiences high volumes of commercial vessel traffic.

The proposed project would primarily accommodate vessels already operating within the corridor that are seeking to dock at the site and would allow those vessels to shut down auxiliary engines while moored, thereby reducing localized air emissions compared to continued operation or idling. Vessels moored at the dock would shade the area underneath them, potentially inhibiting submerged aquatic vegetation growth. Additionally, an increase in vessels maneuvering near the dock could increase effects from propwash and propeller noise (e.g. cavitation) in the action area, although these effects would be localized to the immediate area of the dock.

A slight increase in vessel activity may also occur during construction; however, this increase would be temporary and limited to the construction period. Overall, increased vessel activity from construction and operation of the dock is expected to have a minor impact bull trout.

3.3.1.3 Water Quality

Appendix 2Appendix 2Construction debris, hazardous fluids, or pollutants could spill during construction activities. Implementing impact avoidance and minimization measures in Appendix 2 would avoid and minimize any potential effects to water quality from spills and debris.

Pile removal and installation activities may result in short-term, localized turbidity and sedimentation. The Federal Highway Administration (FHWA), in a study of potential turbidity sources for the Tappan Zee Hudson River Crossing (2012), estimated that pile driving and coffer dam construction would raise turbidity by approximately 5 to 10 mg/L above background levels. NOAA Fisheries (New England/Mid-Atlantic Region 2019) considers this below any injury level to fish, which typically tolerate up to 1,000 mg/L with no adverse effects or 580 mg/L for more sensitive species.

Based on WSF turbidity measurements, NTU values at all depths during pile removal and driving were typically less than 0.5 to 1 NTU higher within 150 ft of the project area than stations farther away (WSF 2022). Measurements taken within 150 ft at the WSDOT Eagle Harbor maintenance facility found local turbidity levels caused by the removal of timber and steel piles did not exceed 0.2 NTU above background levels (WSF 2005a via WSF 2022). Therefore, a turbidity plume of less than 150 ft is anticipated. While determining the expected increase in total suspended solids (mg/L) from the project based on expected NTU increases is not possible without site specific sampling and laboratory testing, injury or mortality resulting from turbidity is not anticipated because the increase above background levels would be small (~1 NTU).

The project will incorporate measures to minimize impacts on water quality and the aquatic environment, as described in Appendix 2. With the inclusion of these conservation measures, water quality impacts on protected fish species would be temporary, localized, and insignificant.

3.3.2 EFFECTS ON HABITAT

Installation of the proposed floating dock complex would result in a net increase of 1,896 square feet of overwater coverage. Installation of piles to support the floating dock complex would also result in a permanent loss of 28 square feet of benthic habitat at pile locations. The new overwater and in-water structures could provide long-term refuge for salmonid predators due to an increase in overhead and structural cover.

Overwater structures can provide cover for native and non-native piscine predators, as well as avian predators, that prey on juvenile salmonids in freshwater environments. Northern pikeminnows are known to consume juvenile salmonids and would potentially congregate around overwater structures. Fish-eating birds that may utilize overwater structures or nearby areas include Caspian terns and double-crested cormorants (Northwest Power and Conservation Council 2026)

Juvenile salmonids exhibit visual sensitivity when transitioning from well-lit areas into shaded environments, such as beneath overwater structures (Ono et al. 2010). During this transition, the ability of juvenile fish to detect and avoid predators may be temporarily reduced, potentially increasing predation risk. While juvenile bull trout are not expected in the action area, increased competition from non-native piscine and native avian predators may have a minor effect on the quality of bull trout habitat.

To minimize these effects, the size of the proposed structures was reduced to the smallest extent feasible and designed to maximize light penetration. The narrow configuration of project components, elevated design, and incorporation of grated decking materials are expected to allow sufficient ambient light to reach the river surface and benthic habitat beneath the dock. These design features are expected to minimize long-term predation risk and behavioral avoidance by juvenile salmonids. Vessels mooring at the dock would also increase local shading intermittently throughout the life of the project; however, the transient nature of moored vessels would be expected to have a less-pronounced effect on habitat than permanent structures.

Temporary construction-related effects may include a short-term increase in predator cover associated with the presence of barges and work vessels. However, these effects are expected to be limited spatially and temporally and would likely affect only a small number of individual fish. Juvenile salmonid presence in the project vicinity is expected to be minimal during the winter in-water work window; therefore, exposure to elevated competition for prey during construction is anticipated to be negligible.

3.3.3 INDIRECT EFFECTS

3.3.3.1 Propeller Scour

Operation of vessels accessing the proposed dock may result in indirect effects to habitat and ESA-listed salmonids through propeller wash, which can disturb bottom sediments, aquatic vegetation, and benthic organisms. These disturbances may cause localized and temporary increases in turbidity and minor displacement of benthic prey resources.

However, the project site is located along a developed segment of the Columbia River where vessel traffic and docking activities currently occur. The proposed action is not expected to substantially increase overall vessel traffic in the project vicinity, as it would primarily accommodate existing river users who would shift from other

docking locations. While docking frequency at the site is expected to increase, these activities would occur within an already disturbed and armored shoreline environment with limited habitat complexity.

In addition, use of the zero-emission High Dock would allow vessels to reduce reliance on gas or diesel generators, improving air quality and reducing or eliminating idling of auxiliary diesel engines while docked, which would decrease localized water quality impacts compared to existing conditions.

Given the limited spatial extent of propeller-induced disturbance, the already disturbed baseline conditions, and the lack of a net increase in vessel traffic along the corridor, adverse effects on bull trout from vessel operation are expected to be minor and localized.

3.3.4 CUMULATIVE EFFECTS

The action area for the proposed project is located within a developed and actively used segment of the Columbia River that supports ongoing commercial navigation, existing overwater structures, shoreline development, hydroelectric dam operations, and routine vessel traffic. These baseline conditions reflect long-term anthropogenic use and disturbance that predate the proposed project.

The proposed project would result in a localized increase in overwater coverage and in-water structures, as well as a slight increase in vessel docking activity relative to existing conditions. These effects would occur within an area that already experiences frequent vessel traffic and has existing moorage capacity. The proposed project would primarily accommodate vessels already operating within the corridor that are seeking to dock at the site and would allow those vessels to shut down auxiliary engines while moored and would not introduce new stressors or substantially alter existing disturbance patterns within the action area.

When considered in combination with other reasonably foreseeable non-federal actions, the proposed project would not reduce the likelihood of survival and recovery of ESA-listed salmonid species. Project effects are expected to be small in magnitude, limited in spatial extent, and either temporary or minor in duration, and are not expected to measurably affect population-level parameters such as abundance, reproduction, or distribution. No changes to migration corridors, spawning areas, or rearing habitat at a scale relevant to listed populations are expected to occur as a result of the project.

Although incremental effects from shoreline development and river use exist within the broader Columbia River system, the proposed project represents a minor contribution to those ongoing activities. Given the limited scale of effects, the developed baseline condition of the action area, and the implementation of avoidance and minimization measures, the proposed project would not result in cumulative effects that appreciably reduce survival or recovery prospects for listed species, nor would it appreciably diminish the value of designated critical habitat for conservation purposes.

For these reasons, cumulative effects from the proposed project are expected to be insignificant.

3.3.5 IMPACTS ASSESSMENT

The USFWS ESA-listed species that may occur near the project are listed in Table 7 below. Project construction is not expected to adversely affect juvenile bull trout because they are not expected to be present in the action area, but the project may adversely affect adult and subadult bull trout. Although bull trout could be present in the action area during construction, adult fish are highly mobile and able to avoid areas where construction is occurring.

The yellow-billed cuckoo is presumed functionally extirpated in Washington (WDFW 2026b); it is not anticipated within the action area during construction or operation of the new facility. No impacts on yellow-billed cuckoo are anticipated.

The basis for the "unlikely to be present" assessments is because the range of the species extends to the project action area, but they are rarely located there or are likely to be out of range of the specified impact. The basis for the "insignificant" assessments is that the source is minimal and unlikely to adversely affect any protected species or because mitigation measures described in this document are likely to prevent any effects as a result of the project. The basis for "behavioral disturbance" assessments is because mitigation measures cannot prevent impacts to individuals.

Table 7. Summary of impact assessments by USFWS ESA species

	Construction noise levels	Vessel interaction	Water quality	Habitat Quality	Cumulative effects
Yellow-billed cuckoo	Unlikely to be present	Unlikely to be present	Unlikely to be present	Unlikely to be present	Insignificant
Bull trout	Temporary behavioral disturbance & auditory injury potential	Reduced air emissions, localized increase in shading/propeller impacts	Temporary & insignificant	Increased shading & predator competition	Insignificant

Final USFWS ESA species effects determinations are listed in Table 5, and a summary of all final species determinations is included in Section 5.

3.3.5.1 Impacts to Critical Habitat

Critical habitat for bull trout exists within the project action area. The proposed action is likely to adversely affect designated critical habitat because in-water structures would increase by 1,896 sq ft, and water quality would be temporarily impacted during in-water pile driving.

Overwater coverage can decrease the abundance of both primary (phytoplankton and macrophytes) and secondary producers (epibenthic organisms). However, in-water structure surfaces will be grated to allow for sufficient light penetration, while solid structures are designed at favorable light elevations, and the size of the proposed structures was reduced to the smallest extent feasible. Shading effects from increased vessel mooring would be transient in nature and not expected to be as impactful as shading by permanent structures.

Migratory bull trout are opportunistic feeders and generally consume large quantities of small fish in freshwater environments (USFWS 2022). The project is not expected to result in significant changes in the amount of small fish present in the action area but competition from non-native piscine and native avian predators may increase. Vegetation trimming along the riparian area would be minimized to the greatest extent feasible, supporting opportunities for terrestrial invertebrates to enter the water. Overall, the project will have minor short- and long-term effects on the bull trout food base.

As previously described in Section 3.2, the Upper Columbia River Basins Critical Habitat Unit supports populations in core areas that exhibit unique adfluvial, fluvial, and allucustrine life history movements between lakes, rivers, and the mainstem Columbia River. The overall action area likely serves as a migratory corridor for bull trout between the Columbia River and the upper tributaries or lakes in which spawning occurs. The proposed floating dock complex maximizes the amount of space between piles to allow bull trout to pass through.

There would be direct effects to water quality during pile removal and installation. During construction, turbidity and suspended sediments would be increased above background levels. However, these impacts would be temporary in nature, are likely to return to background levels within 24 hours, and would be insignificant. Minor indirect effects on critical habitat would include increased propeller scour due to increased vessel maneuvering at the new dock.

The proposed project would not diminish the value of designated critical habitat. The project would not result in the loss or degradation of critical habitat features at a scale that would affect the conservation function of critical habitat. Design features incorporated into the project, including minimized overwater coverage, elevated structures, and the use of grated decking, are intended to maintain light penetration, limit habitat alteration, and reduce long-term effects to PBFs essential to the conservation of listed salmonids.

4. ESSENTIAL FISH HABITAT

This Essential Fish Habitat (EFH) Assessment was prepared in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSA) of 1976, as amended through 1996, regarding the potential effects on essential fish habitat from the Port of Benton Barge Complex Shore Power Deployment project. The objective of this EFH assessment is to determine whether the proposed action "may adversely affect" designated EFH for relevant commercially and federally managed fisheries species within the proposed action area. It also describes conservation measures proposed to avoid, minimize, or otherwise offset potential adverse effects to designated EFH resulting from the proposed action.

The waters of the upper Columbia River are designated as EFH under the Fishery Management Plan (FMP) *Pacific Coast Salmon Fishery Management* (2024) for coho and Chinook salmon; pink salmon were not identified to occur in these waters. The existing conditions of the river and shoreline adjacent to the proposed project are discussed in Section 1.4.

4.1 EFH SPECIES

Species listed in the *Pacific Coast Salmon* FMP with EFH designated in the upper Columbia River are listed in Table 8. All life stages of coho and Chinook salmon are anticipated within the project area.

Table 8. Species with designated EFH in the Upper Columbia River (NMFS 2026).

EFH Species	Lifecycle Stages in FMP
Salmon FMP Target Species	
Coho salmon (*O. kisutch*)	All life stages
Chinook salmon (*O. tshawytscha*)	All life stages

4.1.1 COHO SALMON

USACE provides fish counts for adult salmon migrating through USACE-owned hydroelectric facilities. A query from the Fish Passage Center from April 15, 2024, to November 15, 2024, found that 37,286 adults and 1,513 coho salmon jacks were counted at Priest Rapids Dam, upstream of the project area (Fish Passage Center 2026). From April 1, 2024, to October 31, 2024, 45,366 adults and 4,401 jacks were counted at McNary Dam, downstream of the project (Fish Passage Center 2026). Coho salmon EFH has been designated within the Upper Columbia-Priest Rapids watershed which encompasses the project area (NMFS 2026). As such, all stages of coho salmon are anticipated within the project area.

4.1.2 CHINOOK SALMON

Chinook salmon EFH has been designated within the Upper Columbia-Priest Rapids watershed which encompasses the project area (NMFS 2026). Refer to discussions in Section 2.1 for a discussion of Chinook salmon presence within the project area.

4.2 EFH HABITAT

Section 3(10) of the MSA defines EFH as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. Waters include aquatic areas and their associated physical, chemical, and biological properties that are used by fish, and may include historical areas if appropriate; substrate includes sediment, hard bottom, structures underlying the waters, and associated biological communities; necessary

means the habitat required to support a sustainable fishery and the managed species contribution to a healthy ecosystem; and spawning, breeding, feeding, or growth to maturity covers a species full life cycle ((Pacific Fishery Management Council 2024).

The upper Columbia River supports freshwater phases of anadromous fishes, including Pacific salmon, identified in the WDFW SalmonScape Mapper. No spawning or rearing habitat was identified within the vicinity of the project area via the WDFW SalmonScape Mapper. Due to the disturbed nature of the site and the presence of rip rap, it is unlikely rearing habitat is present along the shoreline (TetraTech 2026). The portion of the Columbia River within the project area could provide suitable migratory habitat for salmonids. The Yakima River, located approximately 11 km south of the project, was identified as the nearest spawning habitat for Chinook. Coho spawning habitat was also identified approximately 11 km south of the project, at the Amon Wasteway.

4.2.1 DIRECT EFFECTS

The potential effects of the proposed action on essential fish habitat include direct effects from project construction, including loss of habitat, as well as temporary construction noise levels, vessel interactions, and degradation of water quality.

4.2.1.1 Construction Noise Levels

4.2.1.1.1. Underwater Noise

Appendix 2 In order to complete the project, steel piles will be installed. Piles would be driven using a vibratory hammer and proofed with an impact hammer. Down-the-hole drilling may be used on float and dolphin piles to achieve design embedment. NMFS has expressed concern over the potential for impact driving of steel piles to adversely affect juvenile fish in the vicinity due to the generation of high-pressure sound waves, which, if generated at high enough pressure levels, can injure or kill juvenile fish.

West coast representatives from NMFS, USFWS, the Federal Highway Administration (FHWA), and WSDOT agreed to interim criteria to minimize potential impacts to fish (Fisheries Hydroacoustic Working Group 2008). This agreement sets thresholds for potential injury and adverse behavioral effects from underwater noise. The agreement states that there is a potential for onset of physical injury to juvenile salmonids when pile driving generates an SPL_{PK} of 206 dB, or cumulative SEL reaches 187 dB for salmonids greater than or equal to 2 grams and 183 dB for salmonids under 2 grams.

Vibratory pile driving can produce avoidance responses in fish which can drive them away from the vicinity. Behavioral impacts from vibratory pile-driving noise could occur at SPL_{RMS} over 150 dB.

Vibratory, impact, and down-the-hole pile driving would be used during an approved in-water work window when ESA-listed fish weighing less than 2 grams are unlikely to be in the action area. Vibratory hammers will be used whenever feasible for driving piles. Impact driving may be used to proof float and dolphin piles. Down-the-hole drilling may be used on float and dolphin piles to achieve embedment. The largest isopleths for impact pile driving would result from 30” round steel dolphin piles. The largest cumulative SEL injury radius is 510 meters for NMFS-managed ESA-listed fish greater than or equal to 2 grams or USFWS-managed bull trout greater than 2 grams. The largest physical injury onset threshold for fish weighing less than or equal to 2 grams is 950 meters. The largest SPL_{PK} injury zone is 20 meters. The largest behavioral disturbance radius for listed fish species is 4,650 meters, and this area defines the in-water action area, as shown in Figure 4.

Impact hammer use may affect listed fish species and prey species by elevating underwater noise. However, these effects would be minimized by completing the project during in-water work windows when listed species are less likely to be present and by implementing conservation measures. Project conservation measures, such as soft-start procedures to allow fish to leave the area and installing full-length bubble curtains around each pile during impact hammer use, would reduce underwater sound pressure levels.

Pile sizes and quantities used in the project are the minimum feasible in order to minimize the impacts on protected species and their prey during construction. To minimize impacts from underwater noise, POB and its contractors will comply with the measures listed in Appendix 2. The project may have an adverse impact on essential fish species.

4.2.1.2 Vessel Interactions

The existing High Dock facility currently provides a public docking location for loading barges and other waterborne cargo operations. The facility also includes infrastructure for water withdrawal to support irrigation and has been expanded to provide additional pumping capacity for the City of Richland and the Pacific Northwest National Laboratory. River users have expressed interest in mooring at the High Dock facility, including Columbia River barge and cruise operators.

POB is pursuing additional commercial uses on nearby properties, including the proposed Atlas Argo zero-carbon fertilizer facility, which would utilize the High Dock for general cargo operations. As a result, the frequency and duration of vessel docking at the High Dock facility are expected to increase slightly relative to existing conditions. While additional users are anticipated, the POB High Dock is located within the M-84 Green Corridor, which currently experiences high volumes of commercial vessel traffic.

The proposed project would primarily accommodate vessels already operating within the corridor that are seeking to dock at the site and would allow those vessels to shut down auxiliary engines while moored, thereby reducing localized air emissions compared to continued operation or idling. Vessels moored at the dock would shade the area underneath them, potentially inhibiting submerged aquatic vegetation growth. Additionally, an increase in vessels maneuvering near the dock could increase effects from propwash and propeller noise (e.g. cavitation) in the action area, although these effects would be localized to the immediate area of the dock.

A slight increase in vessel activity may also occur during construction; however, this increase would be temporary and limited to the construction period. Overall, increased vessel activity from construction and operation of the dock is expected to have a minor impact on essential fish species.

4.2.1.3 Water Quality

Appendix 2Appendix 2 Construction debris, hazardous fluids, or pollutants could spill during construction activities. Implementing impact avoidance and minimization measures in Appendix 2 would avoid and minimize any potential effects to water quality from spills and debris.

Pile removal and installation activities may result in short-term, localized turbidity and sedimentation. The Federal Highway Administration (FHWA), in a study of potential turbidity sources for the Tappan Zee Hudson River Crossing (2012), estimated that pile driving and coffer dam construction would raise turbidity by approximately 5 to 10 mg/L above background levels. NOAA Fisheries (New England/Mid-Atlantic Region 2019) considers this below any injury level to fish, which typically tolerate up to 1,000 mg/L with no adverse effects or 580 mg/L for more sensitive species.

Based on WSF turbidity measurements, NTU values at all depths during pile removal and driving were typically less than 0.5 to 1 NTU higher within 150 ft of the project area than stations farther away (WSF 2022). Measurements taken within 150 ft at the WSDOT Eagle Harbor maintenance facility found local turbidity levels caused by the removal of timber and steel piles did not exceed 0.2 NTU above background levels (WSF 2005a via WSF 2022). Therefore, a turbidity plume of less than 150 ft is anticipated. While determining the expected increase in total suspended solids (mg/L) from the project based on expected NTU increases is not possible without site specific sampling and laboratory testing, injury or mortality resulting from turbidity is not anticipated because the increase above background levels would be small (~1 NTU).

The project will incorporate measures to minimize impacts on water quality and the aquatic environment, as described in Appendix 2. With the inclusion of these conservation measures, water quality impacts on protected fish species would be temporary, localized, and insignificant.

4.2.2 INDIRECT EFFECTS

4.2.2.1 Propeller Scour

Operation of vessels accessing the proposed dock may result in indirect effects to habitat and ESA-listed salmonids through propeller wash, which can disturb bottom sediments, aquatic vegetation, and benthic organisms. These disturbances may cause localized and temporary increases in turbidity and minor displacement of benthic prey resources.

However, the project site is located along a developed segment of the Columbia River where vessel traffic and docking activities currently occur. The proposed action is not expected to substantially increase overall vessel traffic in the project vicinity, as it would primarily accommodate existing river users who would shift from other docking locations. While docking frequency at the site is expected to increase, these activities would occur within an already disturbed and armored shoreline environment with limited habitat complexity.

In addition, use of the zero-emission High Dock would allow vessels to reduce reliance on gas or diesel generators, improving air quality and reducing or eliminating idling of auxiliary diesel engines while docked, which would decrease localized water quality impacts compared to existing conditions.

Given the limited spatial extent of propeller-induced disturbance, the already disturbed baseline conditions, and the lack of a net increase in vessel traffic along the corridor, adverse effects on habitat and ESA-listed salmonids from vessel operation are expected to be minor and localized.

4.2.3 EFFECTS ON HABITAT

Installation of the proposed floating dock complex would result in a net increase of 1,896 square feet of overwater coverage. Installation of piles to support the floating dock complex would also result in a permanent loss of 28 square feet of benthic habitat at pile locations. The new overwater and in-water structures could provide long-term refuge for salmonid predators due to an increase in overhead and structural cover.

Overwater structures can provide cover for native and non-native piscine predators, as well as avian predators, that prey on juvenile salmonids in freshwater environments. Northern pikeminnows are known to consume juvenile salmonids and would potentially congregate around overwater structures. Fish-eating birds that may utilize overwater structures or nearby areas include Caspian terns and double-crested cormorants (Northwest Power and Conservation Council 2026).

Juvenile salmonids exhibit visual sensitivity when transitioning from well-lit areas into shaded environments, such as beneath overwater structures (Ono et al. 2010). During this transition, the ability of juvenile fish to detect and avoid predators may be temporarily reduced, potentially increasing predation risk.

To minimize these effects, the size of the proposed structures was reduced to the smallest extent feasible and designed to maximize light penetration. The narrow configuration of project components, elevated design, and incorporation of grated decking materials are expected to allow sufficient ambient light to reach the river surface and benthic habitat beneath the dock. These design features are expected to minimize long-term predation risk and behavioral avoidance by juvenile salmonids. Vessels mooring at the dock would also increase local shading intermittently throughout the life of the project; however, the transient nature of moored vessels would be expected to have a less-pronounced effect on habitat than permanent structures.

Temporary construction-related effects may include a short-term increase in predator cover associated with the presence of barges and work vessels. However, these effects are expected to be limited spatially and temporally and would likely affect only a small number of individual fish. Juvenile salmonid presence in the project vicinity is expected to be minimal during the winter in-water work window; therefore, exposure to elevated predation risk during construction is anticipated to be negligible.

4.2.4 EFH EFFECTS DETERMINATION

Noise and increases in turbidity from construction have the potential to temporarily negatively impact fish populations. Both impacts are short in duration, only affecting fish in the vicinity of the project at the time of construction. The primary potential effects of the project on salmonid EFH are associated with pile removal, impact and DTH-pile driving, potential water quality impairments during the floating dock complex installation, and overwater structure shading. With the proposed avoidance and minimization measures, these impacts are expected to be minimal. Modification of habitat is a permanent negative impact. However, similar habitat is available throughout the upper Columbia River, and the area of habitat that will be disturbed is minimal compared to the total available habitat. Additionally, the structure has been designed in a manner that would maximize light transference.

The conservation measures listed in Appendix 2 are expected to greatly minimize the potential for the project to affect any shoreline-oriented juvenile salmonids that may enter the action area.

Adverse effects on EFH are expected to be minimal, mitigated, and/or temporary. With the inclusion of conservation measures, this project would have no substantial adverse impact on EFH.

5. BIOLOGICAL RESOURCES EFFECTS SUMMARY

The basis for the "no effect" determinations is because the range of the species extends to the project action area, but they are rarely within range of construction impacts. The basis for the "may affect, but not likely to adversely affect" determinations is that mitigation measures described in this document are likely to prevent any effects as a result of the project. The basis for "likely to adversely affect" determinations is because mitigation measures cannot prevent impacts to individuals.

The proposed project will implement various measures to prevent or reduce effects on species of concern, described in Appendix 2. Table 9 provides a summary and effects determination of affected species for this project.

Table 9. Summary of affected species

Species	ESU/DPS/Recovery Unit	Listing Status	Effects Determination
Chinook salmon	**Upper Columbia River spring-run ESU**	Endangered	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect
	Snake River fall-run ESU	Threatened	May affect, likely to adversely affect.
		Critical Habitat	No effect
	Snake River spring/summer run ESU	Threatened	No effect
		Critical Habitat	No effect
Steelhead	**Upper Columbia River DPS**	Threatened	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect
	Middle Columbia River DPS	Threatened	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect
	Snake River Basin DPS	Threatened	May affect, likely to adversely affect.
		Critical Habitat	No effect
Sockeye salmon	**Snake River ESU**	Endangered	No effect
		Critical Habitat	No effect
Yellow-billed cuckoo	**Western DPS**	Threatened	No effect
		Critical Habitat	No effect

Species	ESU/DPS/Recovery Unit	Listing Status	Effects Determination
Bull Trout	**Mid-Columbia Recovery Unit (MCRU)**	Threatened	May affect, likely to adversely affect.
		Critical Habitat	Likely to adversely affect

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APPENDIX 1. DETAILED PROJECT DESCRIPTION

PROJECT DESCRIPTION

PORT OF BENTON BARGE COMPLEX SHORE POWER DEPLOYMENT

1. PURPOSE

The Port of Benton (POB) seeks to deploy zero-emission shore-side power infrastructure and expand existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers, as well as accommodate additional vessels.

2. NEED

In 1962, POB's comprehensive plan included adding a dock to the Port's waterfront property. The High Dock serves as a public facility for barge loading and other waterborne cargo and supports infrastructure for irrigation water withdrawal. Constructed in 1965, it provided irrigation water to adjacent agricultural lands and barge access to Port industrial property, which was then served by rail. Battelle Memorial Institute was granted pump station access as part of the original construction. The facility has since been expanded to increase pumping capacity for the City of Richland. A portion of the dock is currently leased by Lampson and the City of Richland, with Lampson conducting break-bulk cargo operations using a ring crane. Additional users have expressed interest in mooring at the facility, including Columbia River tug operators and American Cruise Lines (ACL). The Port of Benton is pursuing nearby industrial development, including the proposed Atlas Argo zero-carbon fertilizer plant, valued at $1 billion, which would utilize the dock for cargo operations.

The existing fence at the High Dock facility is insufficient in providing security for equipment on the property. A new chain-link fence and gate are proposed to address security concerns.

In 2024, POB received a $2.7 million Port Electrification Grant from the Washington Department of Transportation (WSDOT) to install a zero-emission shore power unit to power essential functions of marine vessels and cruise ships, allowing their auxiliary engines to shut off instead of idling, significantly reducing air emissions. The High Dock is a part of the M-84 green corridor connected to markets throughout the Northwest via the Columbia River. Connected ports include Vancouver, Kalama, Longview, and Clarkston in Washington and Portland, Oregon. Goods may access intercoastal barge traffic via the Northwest Seaport Alliance ports of Seattle and Tacoma. The M-84 green corridor also allows for some relief for land-based routes that may be heavily congested from traffic. The U.S Department of Transportation (USDOT) highlights that increasing the use of water routes, such as the M-84 green corridor, parallel to land-based routes, can help mitigate landside congestion, reduce air emissions, and conserve energy.

The proposed project aims to accommodate additional vessels and their associated users. The shore-side power component would help reduce emissions, support sustainable growth operations, and enhance the Port's ability to serve a growing range of commercial users. The proposed infrastructure would support the state's 100% carbon-free electricity mandates and the Tri-Cities' shared vision of being a model for a net-zero emissions community.

3. LOCATION

Latitude	Longitude	Watershed	Water Resource Inventory Area	Hydrologic Unit Code
46.351204°	-119.266375°	Esquatzel Coulee Watershed	36	170200

Section	Township	Range	Meridian
14	10N	28E	Willamette

4. DRIVING INSTRUCTIONS

To reach the project site from the Pasco Tri Cities Airport, head west on W Argent Road toward N 20th Ave, turn left to merge onto I-182 W. Continue to Richland. Take exit 5B from I-182 W. Continue on George Washington Way for 6.7 miles and turn right onto 11th. Proceed for 0.1 miles and turn left onto Port of Benton Boulevard. Continue for 0.1 miles; the project site is located on the left.

5. ADJACENT LAND OWNERSHIP

Name	Mailing Address	Tax Parcel #
Department of Energy	PO Box 550, Richland, WA, 99352	114081000001005
Kambash LLC	8620 W Gage Blvd St A	114084013322001

6. DESCRIPTION

POB seeks to deploy zero-emission shore-side power infrastructure and expand existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers, as well as accommodate additional vessels.

Construction will utilize both land-based and barge-mounted equipment. Selective demolition of the existing site will occur to facilitate the new construction of the Barge Complex. Construction will include a new floating dock complex and three monopile dolphins; expansion of the gravel loading and utility area and returning it to an acceptable elevation; installation of new electrical equipment to provide shore power at the dock; and installation of a new fence.

6.1 DEMOLITION

Demolition activities include minor clearing and grubbing to install new gravel loading and utility pads. One tree may be removed. New shoreline plantings would be installed to compensate for this. Some brush clearing and trimming are also anticipated to install gangway access to the floating dock complex, but would be minimized to the extent possible.

Other demolition activities include salvaging existing Ecoblocks, and removal of the existing fence and gate on the west side of the high dock.

6.2 FLOATING DOCK COMPLEX

Installation of the new floating dock complex is intended to provide a flexible mooring and shore power deployment area that a multitude of vessels can utilize.

The proposed floating dock complex consists of two concrete fixed piers, grated gangways, and a grated 12' x 60' floating dock, to be installed south of the existing High Dock, providing sufficient clearance for the irrigation infrastructure.

Temporary template piles (up to 30" diameter pipe piles or equivalent) would be installed to facilitate accurate installations of permanent piles, with temporary piles being removed following permanent pile installation. Temporary piles would be installed and removed using vibratory methods only.

16" and 24" diameter steel piles would be installed to support the piers and float, respectively. All piles would be driven with a vibratory hammer. Following vibratory installation, the piles would be proofed with an impact hammer to achieve the design bearing capacity or minimum design embedment.

Utilities, including fire and electricity, and the required safety equipment would be installed following the floating dock complex construction. No structures are proposed to be erected on the floating dock complex.

6.3 MONOPILE DOLPHINS

Three monopile dolphins would be installed along the edge of the floating dock complex to provide larger vessel mooring capabilities for a variety of facility users, ranging from ACL vessels to tidewater tugs and barges.

These three dolphins would be comprised of one 30" diameter steel pipe pile each. Following dolphin installation, piles would be cut off at the specified elevation to install the prefabricated floating fender and bird cap.

Similar to the installation of the floating dock complex, temporary template piles would be installed to facilitate permanent pile installation. A vibratory hammer would be used to install piles to refusal, and then the dolphin piles would be driven with an impact hammer to design tip. DTH drilling may occur for dolphin piles if bedrock is encountered to achieve embedment. Temporary piles would also be removed following permanent pile installation.

6.4 GRAVEL LOADING AND UTILITY AREA

The uplands portion of the project can be used for industrial staging and provides trucking access for companies to transport products. Currently, the existing gravel loading and utility area surrounding the High Dock has been significantly degraded by stormwater erosion, compromising its usability. Improvement of this area is necessary to provide sufficient space for utilities and pedestrian access to the facility.

Fill sourced from an established and permitted source would be placed to expand and return the area to an acceptable elevation. At the edge of the proposed fill, rock would be placed to prevent erosion.

An excavator would be used to bring the existing drainage ditches on either side of the gravel area back to appropriate conditions. Rock would be added to the drainage ditch outlet sections for erosion and scour protection.

No fill is proposed below the normal full pool (NFP) elevation.

6.5 SHORE-SIDE POWER DEPLOYMENT & UTILITIES

New electrical equipment to provide shore power at the dock will be constructed in the upland utility area. This equipment consists of transformers, electrical cabinets, CTs, breakers, etc., and cable routing to the dock.

Upland trenching is required for utility installations; however, this would be temporary and the areas would be backfilled upon completion.

6.6 OTHER UPLAND IMPROVEMENTS

This project also includes a new electric gate, fence, and lighting infrastructure for enhanced security. Gravel may be added to the existing gravel access area for improvement.

7. QUANTITIES

Table 1. Project Structures in Non-Tidal Waters

Item	Project Total	Below NFP[1] (EL = 343.39)
Fixed 1 gangway (sq ft)	480	82.4
Fixed Pier - Intermediate (sq ft)	39	39.0
Fixed 2 gangway (sq ft)	464.4	464.4
Fixed Pier (sq ft)	290	290.0
Gangway (sq ft)	300	300.0
Floating dock (sq ft)	720	720.0

Table 2. Upland Fill and Excavation

Item	Project Total	Below NFP[1] (EL = 343.39)
Gravel Loading and Utility Area and Gravel Access Fill Volume (CY)	1,000	0
Gravel Loading and Utility Area and Gravel Access Footprint Area (sq ft)	42,200	0
Drainage Ditch Excavation Volume (CY)	200	0
Drainage Ditch Excavation Area (sq ft)	3,700	0

[1] NFP = Normal Full Pool

Table 3. Piles driven in non-tidal waters

	Construction Method	Project Total	Below NFP (EL =343.39)	Max. Piles per Day	Mins./Strikes per Pile	Average Piles per Day	Days of Effort
Fixed piers steel 16” round pile	Vibratory	5	5	5	30 minutes	3	4
Temporary 30” steel round pile OR Equivalent H-pile	Vibratory	25	25	12	30 minutes	4	10
Float steel 24” round pile	Vibratory	2	2	2	60 minutes	2	2
	Impact*			2	2400 blows	2	4
	DTH**			2	180 minutes	1	6
Dolphin steel 30” round pile	Vibratory	3	3	3	60 minutes	2	5
	Impact*			3	2400 blows	2	5
	DTH**			3	180 minutes	2	7

*Vibratory hammers will be used whenever feasible for driving piles. Impact driving may be used to proof indicated piles.

**DTH drilling may be used on float and dolphin piles to achieve embedment.

8. SCHEDULE AND DURATION:

The project would commence on the earliest day feasible upon authorization and span a duration of approximately nine months. For in-water work, the first in-water work window following permit authorization and would span the duration of the window. Work is planned to initiate upon the first in-water work window the project meets, following authorization. Preliminary coordination with the Washington Department of Fish and Wildlife (WDFW) indicates an in-water work window from December 1st to February 28th. Therefore, in-water work would not take place outside this window.

APPENDIX 2. PROJECT MITIGATION MEASURES

BEST MANAGEMENT PRACTICES

Construction will use the following best management practices (BMPs) to prevent impacts to waters of the U.S. (WOTUS):

- Fill/riprap materials placed in WOTUS will be clean blasted rock with relatively few fines to reduce impacts from turbidity and/or sedimentation.
- Emissions during construction will be limited by implementing BMPs for dust suppression (e.g., applying water, covering stockpiles) and requiring that all construction vehicles and equipment employ legally required emission controls.
- To the extent possible, construction and staging areas will be designed to reduce equipment wait times and engine idling. These measures will reduce fuel consumption and emissions.
- The floating dock complex will be maintained in a manner that does not introduce any pollutants or debris into the river or cause a migration barrier for fish.
- During the use of an impact hammer, a sound attenuating bubble curtain will be installed to reduce sound pressure levels.
- During the use of an impact hammer, a wooden block at least six inches thick will be fitted onto the steel pile to dampen sound.
- Low-intensity lights required for safety would be utilized to prevent adverse impacts to aquatic species.
- Fuels, lubricants, and other hazardous substances used during construction will not be stored below the normal full pool elevation.
- All work conducted below the NFP elevation will occur during the WDFW-preferred in-water work window for the upper Columbia River within the project reach (December 1 – February 28), a period when ESA-listed salmonid species are less likely to be present within the vicinity of the project area.
- A Spill Prevention, Control, and Countermeasure Plan (SPCC) will be prepared by the contractor and carried out commensurate with the scope of the project that includes the following:
    - Best Management Practices to confine, remove, and dispose of construction waste.
    - Procedures to contain and control a spill of any hazardous material.
- All equipment will be inspected daily for fluid leaks. Any leaks detected will be repaired before operation is resumed. All equipment operated over the OHW will be diapered to prevent leaks.
- Brush clearing and trimming would be kept to the lowest extent feasible.
- Shoreline plantings would be installed to compensate for potential tree removal.
- Review of best available data on migratory bird nesting will be conducted prior to construction to prevent impacts to protected bird species during clearing (if applicable). If possible, clearing will be performed outside of seasonal nesting windows.
- Standard erosion control BMPs will be employed to reduce or eliminate any impacts to surface, ground, and runoff water, and drainage patterns. These BMPs may include:
    - Marked clearing limits, silt fencing, deployment of a debris turbidity curtain, and periodic watering during dry weather to control dust.

MITIGATION

AVOIDANCE

WOTUS could not be entirely avoided. Portions of the project, including the float complex and moorage piles, are dependent on marine access. Fill placement for the gravel loading and utility area was designed to avoid WOTUS and would be placed above the normal full pool (NFP) elevation.

MINIMIZATION

The floating dock and fixed pier complex were designed to limit structure and pile sizes to the smallest extent feasible to minimize impacts to WOTUS and nearshore habitats. The floating dock and gangways would incorporate grating to minimize impacts and allow for light penetration. The solid fixed piers would be installed at a favorable elevation to facilitate light penetration.

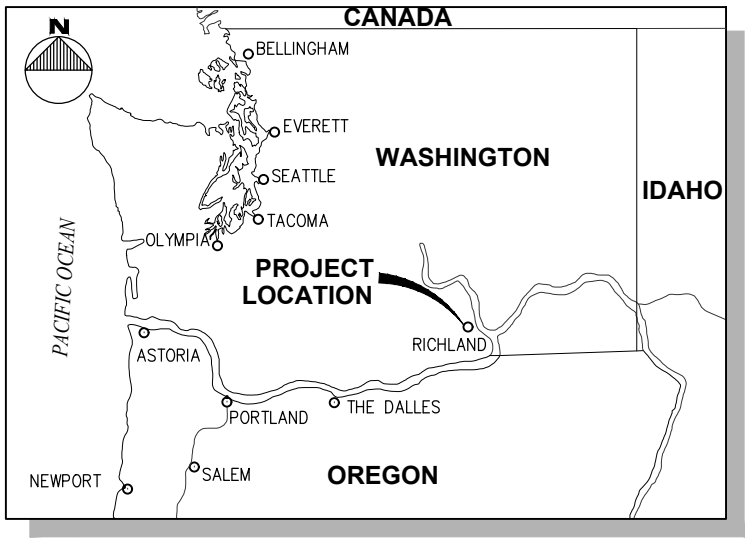
The uplands fill for the gravel loading and utility area has been minimized to the smallest extent feasible and would improve stormwater conveyance in the project area.

Incorporation of the proposed BMPs listed above will avoid and minimize impacts to WOTUS to the extent possible.

COMPENSATION

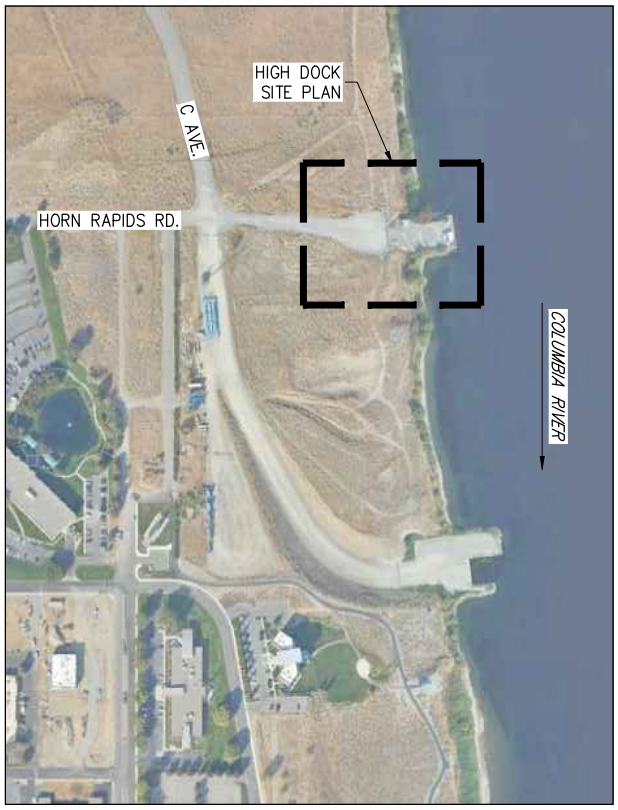
The project results in a minor loss of WOTUS, and the project is being constructed in a busy industrial port facility. As such, no compensatory mitigation is proposed for that purpose. One tree may be removed during construction. New shoreline plantings would be installed to compensate for this.

APPENDIX 3. PROJECT DRAWINGS



LOCATION MAP

NOT TO SCALE



VICINITY MAP

NOT TO SCALE

SHEET TITLE	NO.
MAPS AND SHEET INDEX	1
EXISTING SITE PLAN	2
PROPOSED SITE PLAN	3
PROJECT ELEMENT SCHEDULE	4
DEMOLITION PLAN	5
PROPOSED PLAN (1)	6
PROPOSED PLAN (2)	7
PROPOSED DOCK PROFILE	8
FLOAT DETAILS	9
INTERMEDIATE PIER DETAILS	10
FIXED PIER DETAILS	11

SCHEDULE NOTES

THE PROJECT IS ANTICIPATED TO SPAN A DURATION OF NINE MONTHS. IN-WATER WORK IS PLANNED TO INITIATE UPON THE FIRST IN-WATER WORK WINDOW THE PROJECT MEETS, FOLLOWING AUTHORIZATION. THE ANTICIPATED IN-WATER WORK WINDOW IS FROM DECEMBER 1ST TO FEBRUARY 28TH. ALL IN-WATER WORK WOULD BE COMPLETED IN THIS WINDOW.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
TOWNSHIP/RANGE: SEC 14, T10N, R28E
LATITUDE, LONGITUDE: 46.351204°, -119.266375°
ADJACENT PROPERTY OWNERS: KAMBASH LLC. DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

MAPS AND SHEET INDEX

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY: PORT OF BENTON
DATE: MARCH 2026
SHEET 1 **OF** 11

4/8/26
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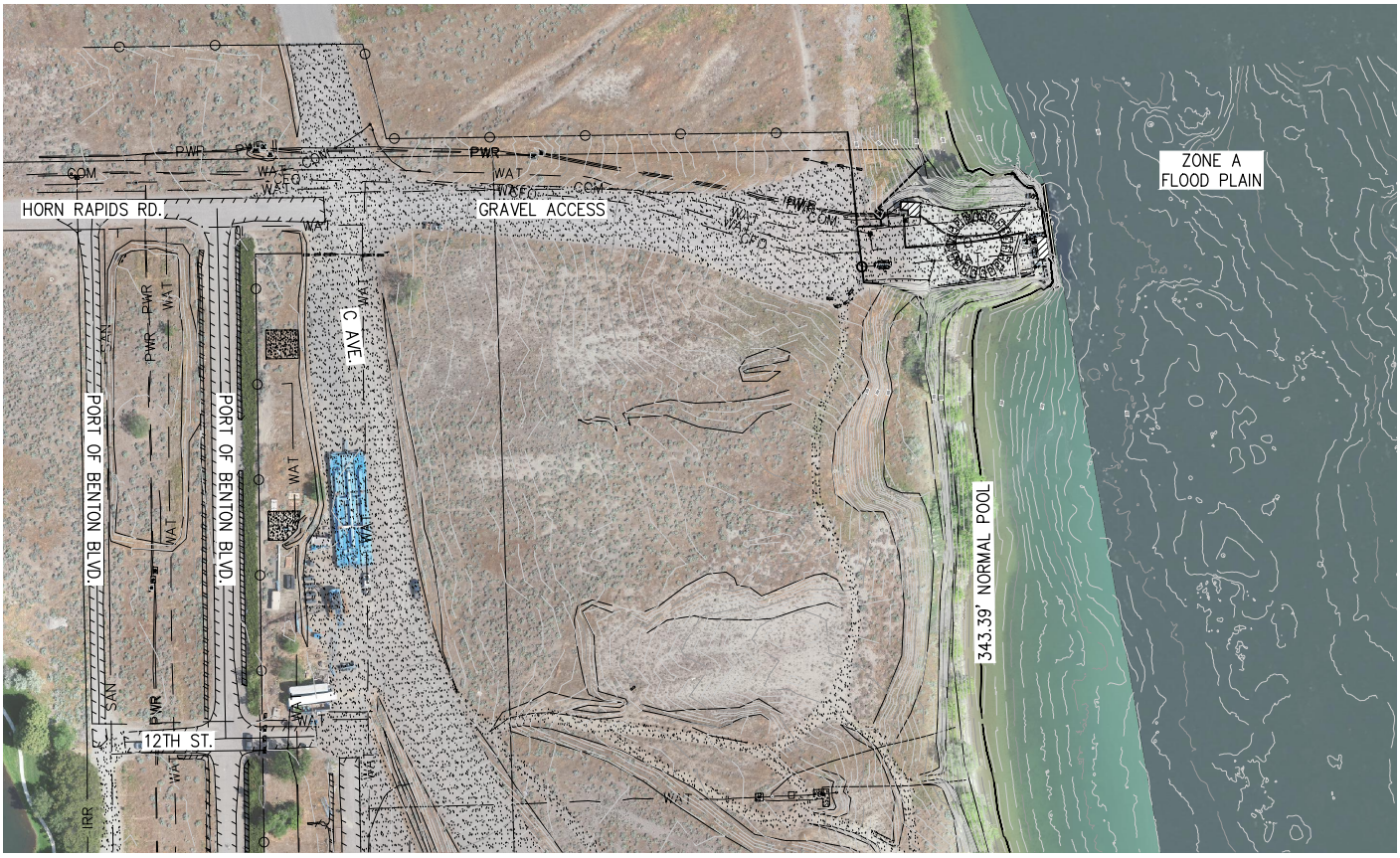

EXISTING SITE PLAN

0 50 100 200 300 FT.

DESIGN WATER LEVEL ELEVATIONS	
RIVER ELEVATIONS	NAVD 88 ELEV.
MAXIMUM (FLOOD) POOL ELEVATION	360.39'
DESIGN MAXIMUM WATER ELEVATION	349.39'
NORMAL FULL POOL ELEVATION	343.39'
MINIMUM POOL ELEVATION	338.39'

SOURCE: US ARMY CORPS OF ENGINEERS
MCNARY DAM RESERVOIR HYDROLOGIC DATA.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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LATITUDE, LONGITUDE: 46.351204°, -119.266375°
ADJACENT PROPERTY OWNERS: KAMBASH LLC.
DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

EXISTING SITE PLAN

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 2 **OF** 11

3/31/26
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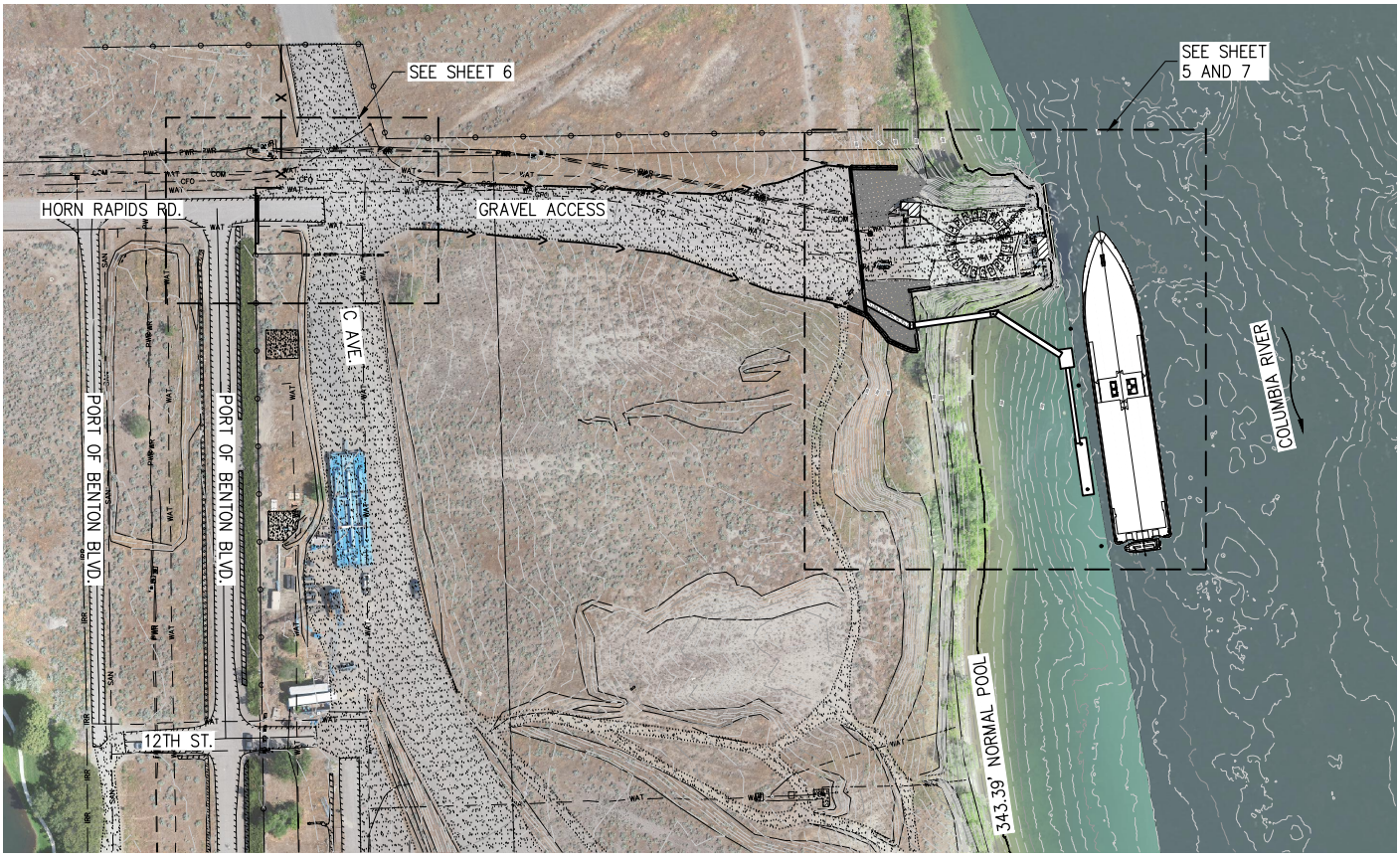

PROPOSED SITE PLAN

0 50 100 200 300 FT.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
TOWNSHIP/RANGE:
SEC 14, T10N, R28E
LATITUDE, LONGITUDE:
46.351204°, -119.266375°
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PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

PROPOSED SITE PLAN

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 3 **OF** 11

3/31/26
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PROPOSED DEMOLITION		
#	ELEMENT DESCRIPTION	DESCRIPTION
①	FENCE	REMOVE 351 LF OF SECURITY FENCING
②	ECOBLOCKS	SALVAGE AND RELOCATE
③	COMMUNICATION LINE	REROUTE EXISTING LINE THROUGH RETAINING WALL

PROPOSED IMPROVEMENT		
#	ELEMENT DESCRIPTION	DESCRIPTION
◇1	FENCE	INSTALL 229 LF OF SECURITY FENCING AND SECURITY GATE, GATE ELECTRICAL BY OTHERS
◇2	GRAVEL LOADING & UTILITY AREA	INSTALL FLAT GRAVEL AREAS ADJACENT TO HIGH DOCK FOR LOADING AND UTILITIES
◇3	ABUTMENT	INSTALL NEW ABUTMENT FOR UPLAND GANGWAY TIE IN
◇4	FIXED GANGWAY	INSTALL (2) 80 LF x 6 FT WIDE GANGWAYS
◇5	INTERMEDIATE SUPPORT AND FIXED PIER	INSTALL (1) INTERMEDIATE SUPPORT AND (1) 16"ø ASSOCIATED PILE BETWEEN THE 2 LENGTHS OF FIXED GANGWAY, (1) 14.5'x20' FIXED PIER FOR GANGWAY TIE IN AND (4) 16"ø SUPPORT PILES
◇6	FLOATING DOCK AND GRATED GANGWAY	INSTALL (1) 80 LF x 4 FT WIDE GANGWAY, (1) 12'x60' FLOAT, AND (2) 24"ø FLOAT PILES
◇7	MONOPILE DOLPHIN	INSTALL (3) 30"ø MONOPILE DOLPHINS
◇8	DRAINAGE DITCH AND OUTLET	INSTALL DRAINAGE DITCH AND ASSOCIATED OUTLET
◇9	CONCRETE VALLEY DRAIN	INSTALL NEW CONCRETE VALLEY DRAIN

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
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PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

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RICHLAND, WA 99354

PROJECT ELEMENTS SCHEDULE

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 4 **OF** 11

4/8/26
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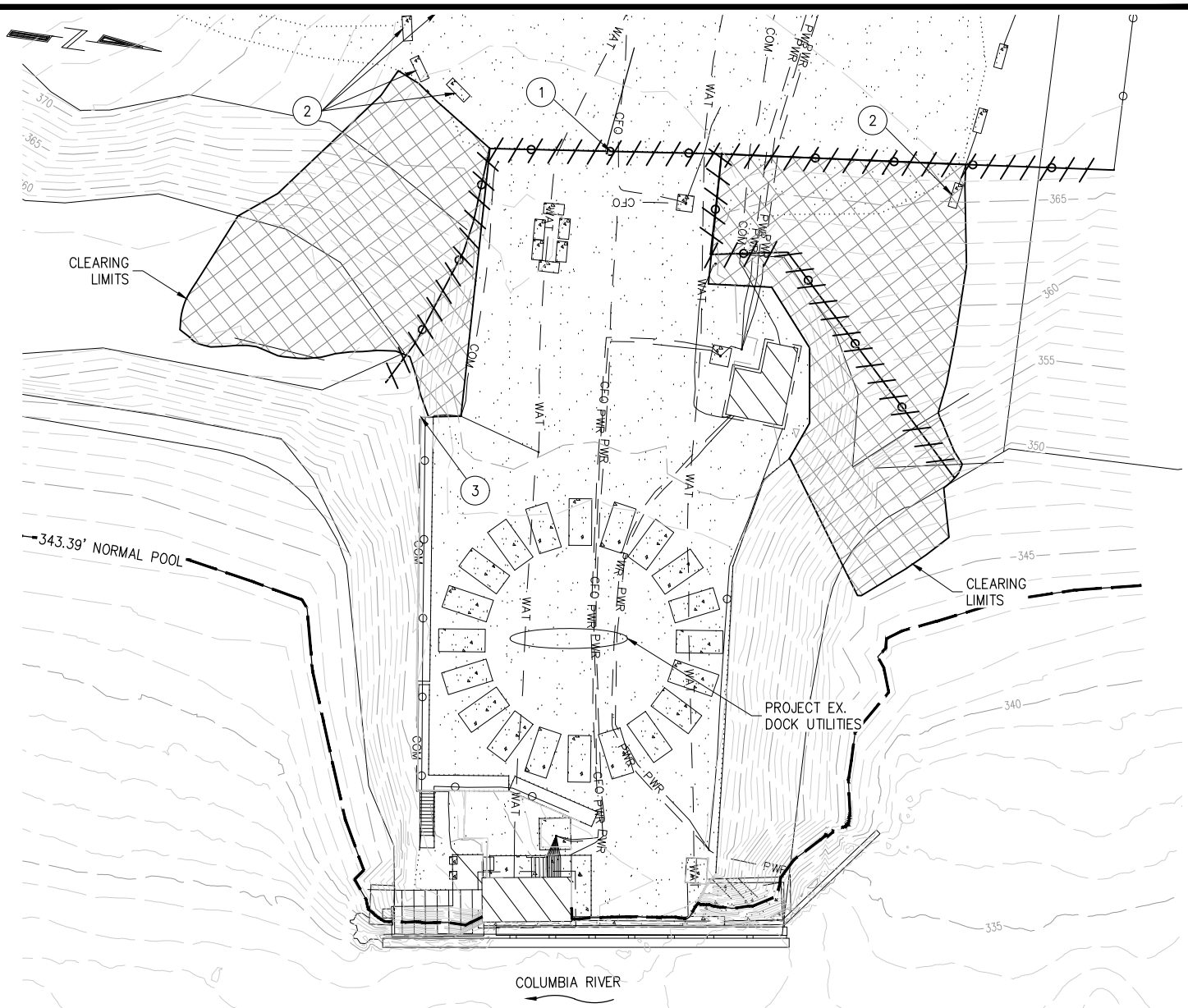

ELEMENT DESCRIPTION

1	DEMOLISH EXISTING WALL AND GATE
2	SALVAGE AND RELOCATE ECOBLOCKS
3	ROUTE EXISTING COMMUNICATION LINE THROUGH NEW RETAINING WALL

DEMOLITION PLAN

0 5 10 20 40 60 FT.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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DEMOLITION PLAN

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
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STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 5 **OF** 11

3/31/26
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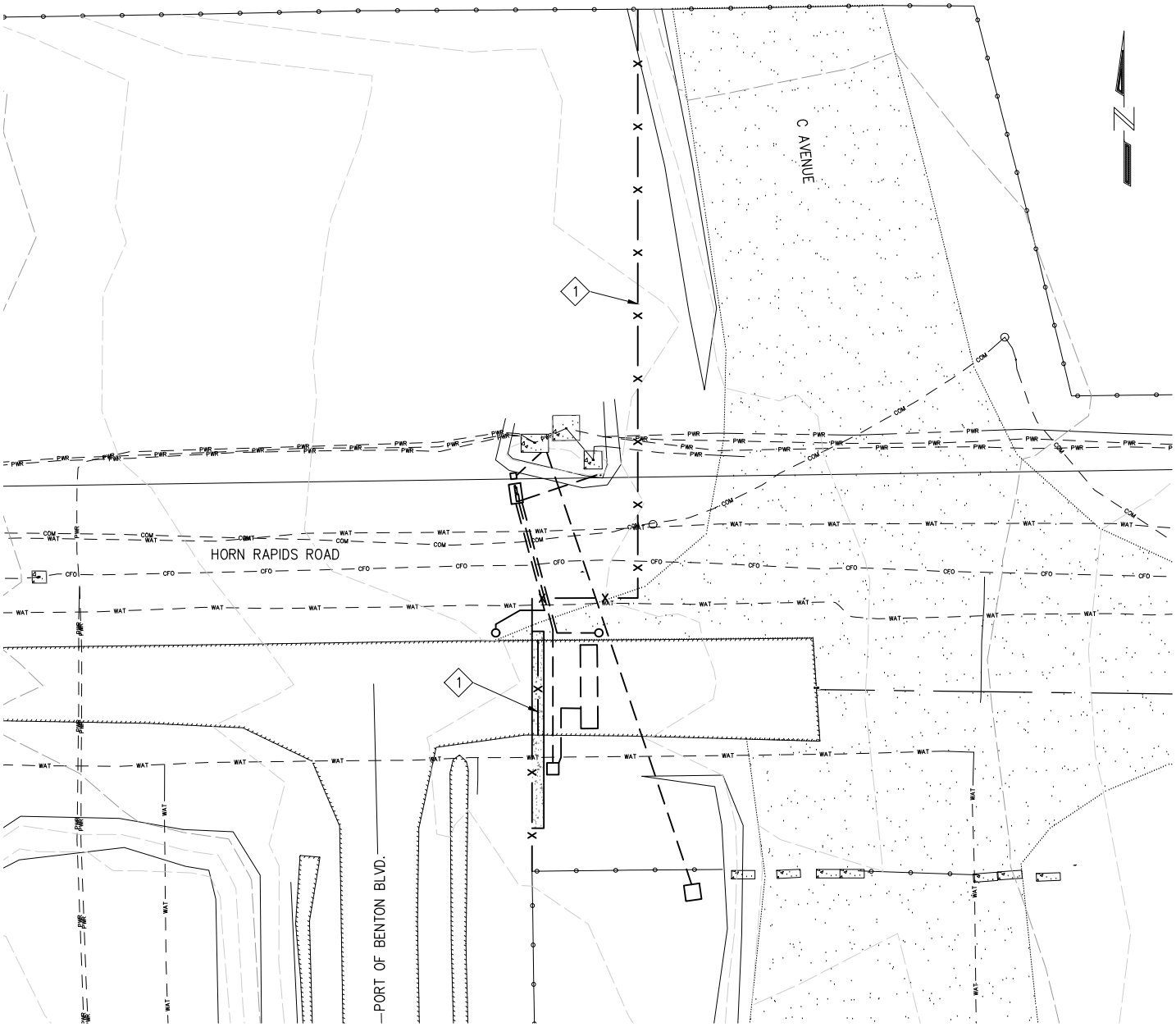

ELEMENT DESCRIPTION

1 FENCE

SITE PLAN - GATE

0 5 10 20 40 60 FT.

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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ADJACENT PROPERTY OWNERS:
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DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

PROPOSED PLAN (1)

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 6 **OF** 11

3/27/26
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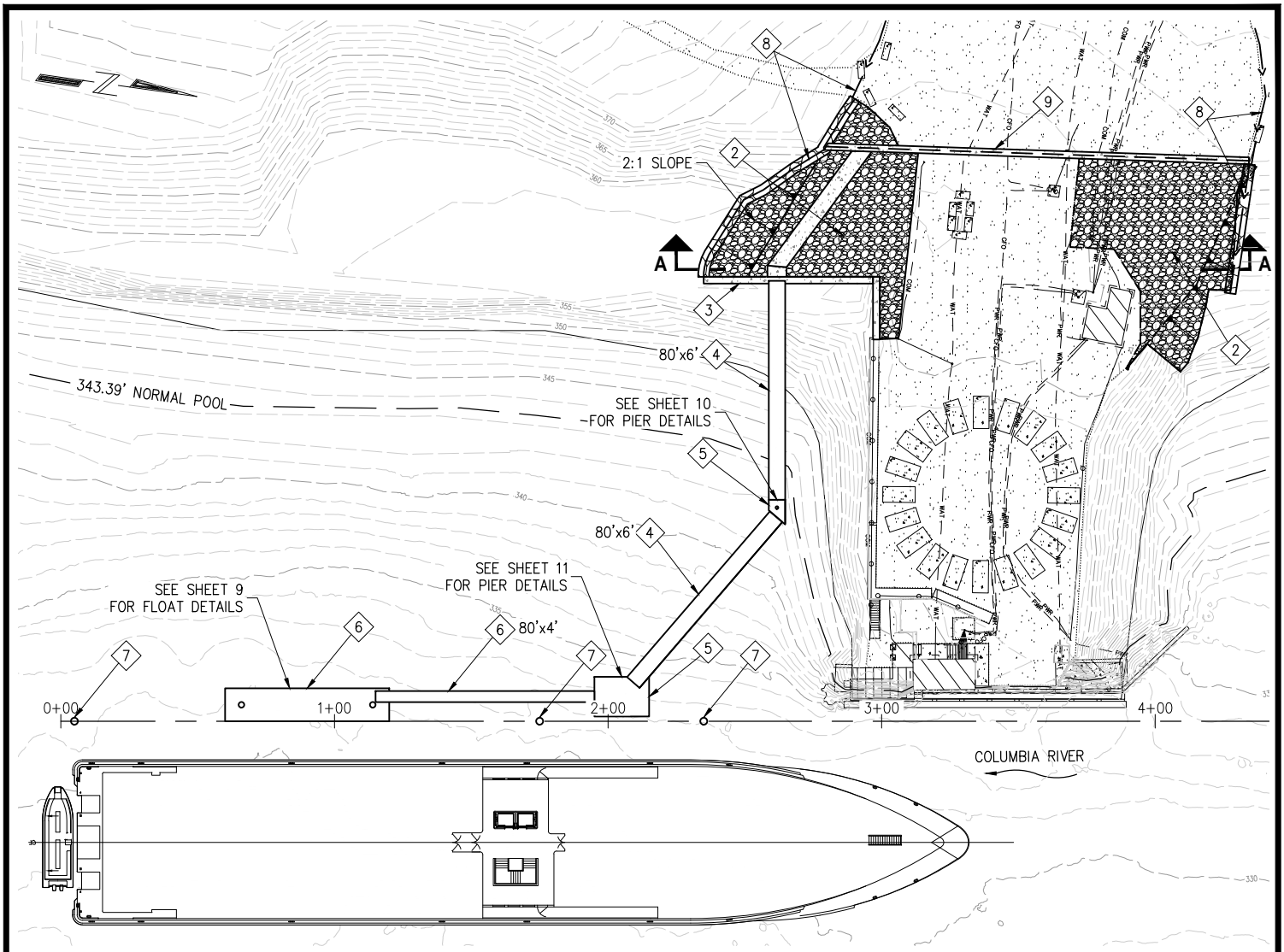

ELEMENT DESCRIPTION

2	GRAVEL LOADING AND UTILITY AREA
3	ABUTMENT
4	FIXED GANGWAY
5	INTERMEDIATE SUPPORT AND FIXED PIER
6	FLOATING DOCK AND GANGWAY
7	MONOPILE DOLPHIN 30"ø
8	DRAINAGE DITCH AND OUTLET
9	CONCRETE VALLEY DRAIN

SITE PLAN - DOCK

0 10 20 30 60 90 FT.

NEW OVERWATER COVERAGE	
AREA	SQ. FT
FIXED GANGWAY 1	82.4
FIXED GANGWAY 1	464.4
FIXED PIER INTERMEDIATE	39.0
FIXED PIER	290.0
FLOATING DOCK	720.0
GANGWAY	300.0
TOTAL	1895.8
NET INCREASE	1895.8

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
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PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

PROPOSED PLAN (2)

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 7 **OF** 11

4/8/26
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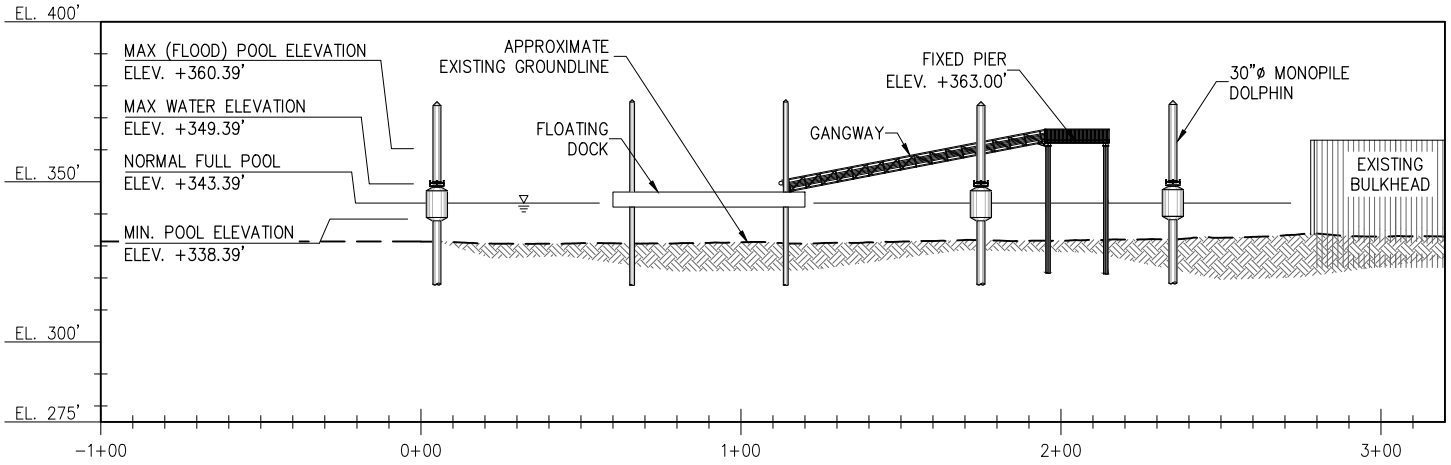
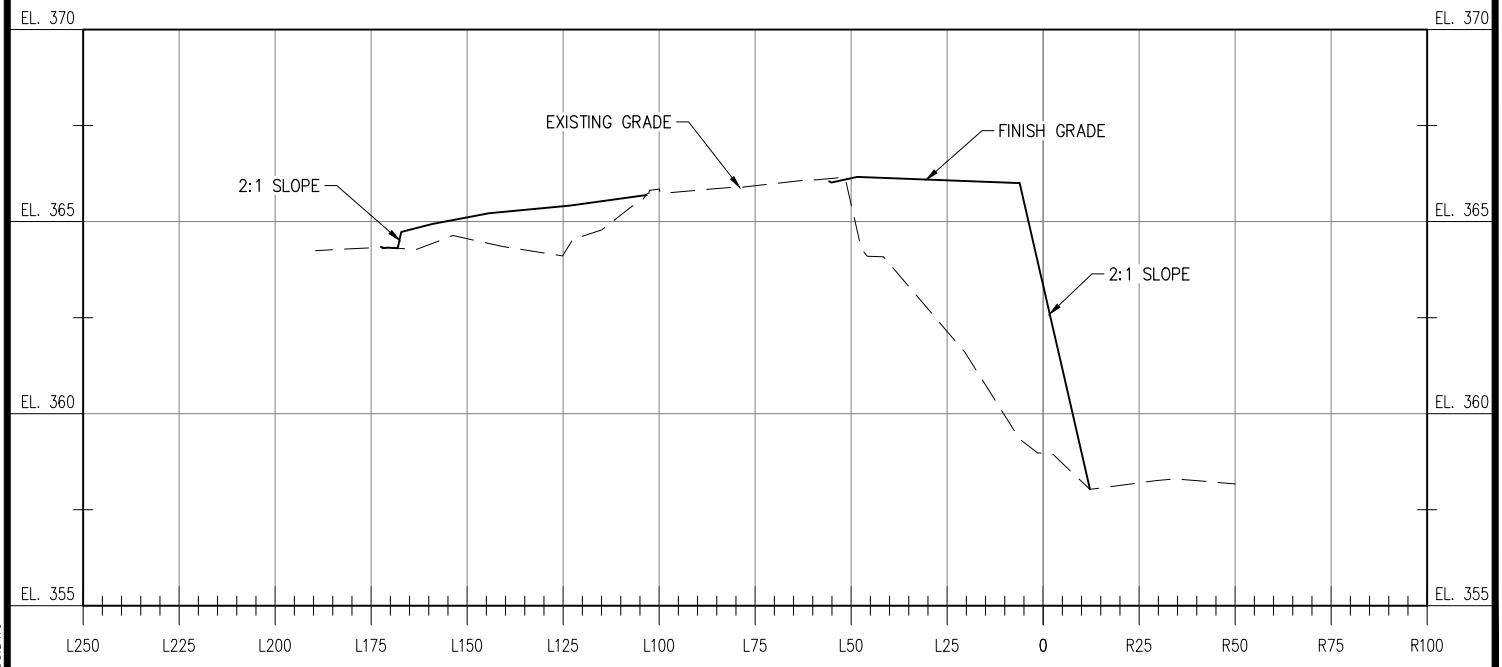


FLOATING DOCK PROFILE

0 10 20 30 60 90 FT.



SECTION A-A

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
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PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
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PROPOSED DOCK PROFILE

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 8 **OF** 11

3/27/26
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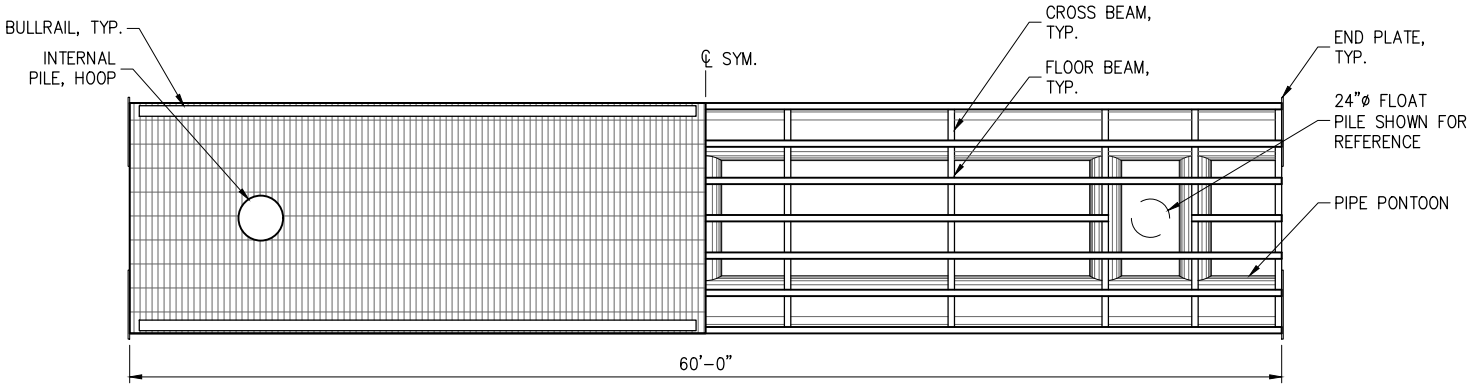
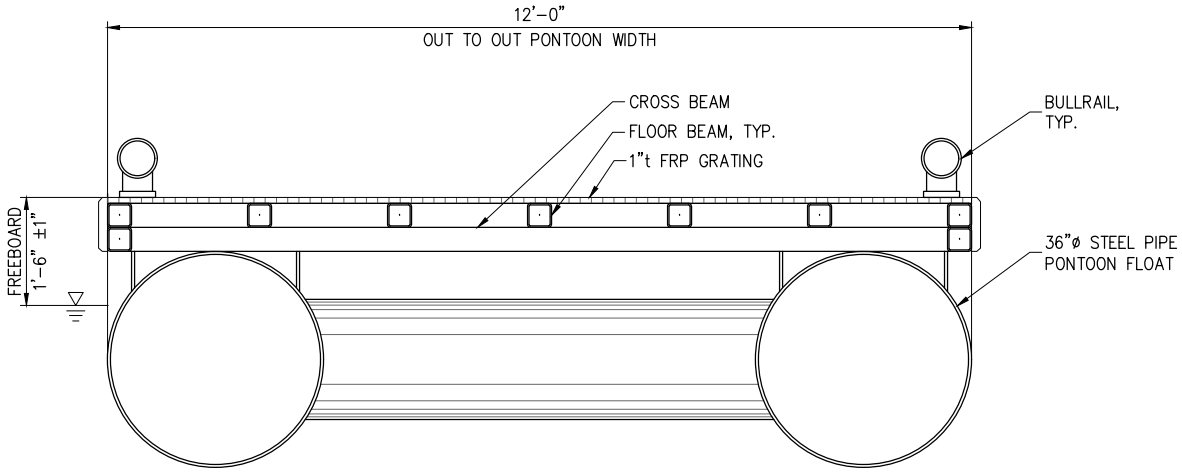


PLAN



SECTION

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
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ADJACENT PROPERTY OWNERS: KAMBASH LLC. DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

FLOAT DETAILS

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY: PORT OF BENTON
DATE: MARCH 2026
SHEET 9 **OF** 11

3/26/26
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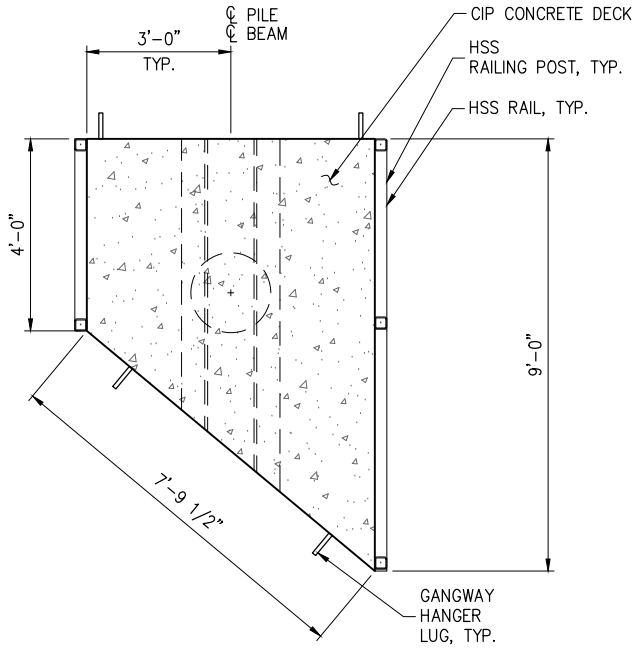

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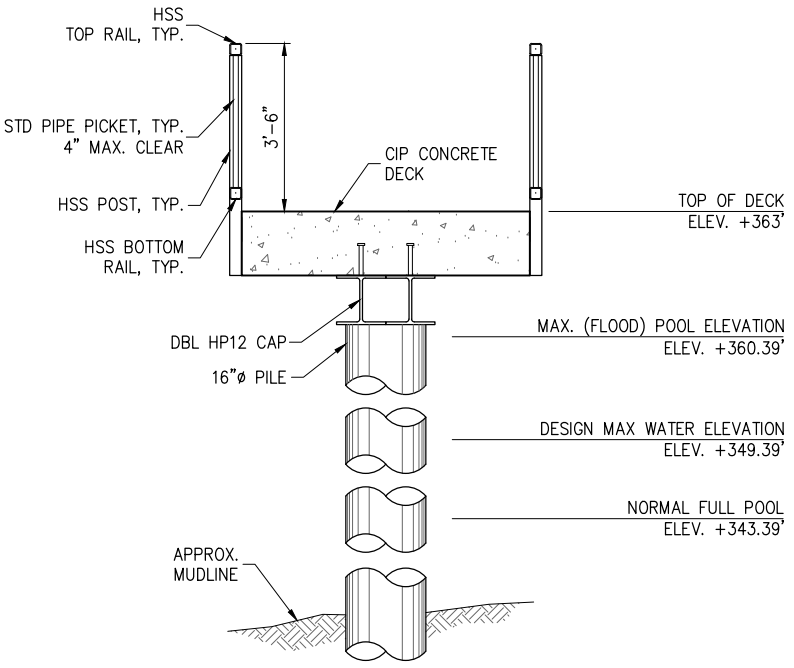

SECTION

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
DATUM: NAVD 88
TOWNSHIP/RANGE:
SEC 14, T10N, R28E
LATITUDE, LONGITUDE:
46.351204°, -119.266375°
ADJACENT PROPERTY OWNERS:
KAMBASH LLC.
DEPARTMENT OF ENERGY

PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

INTERMEDIATE PIER DETAILS

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 10 **OF** 11

3/27/26
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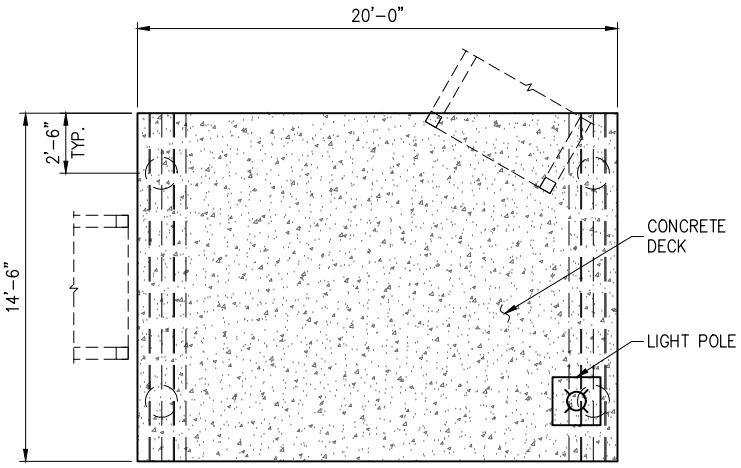

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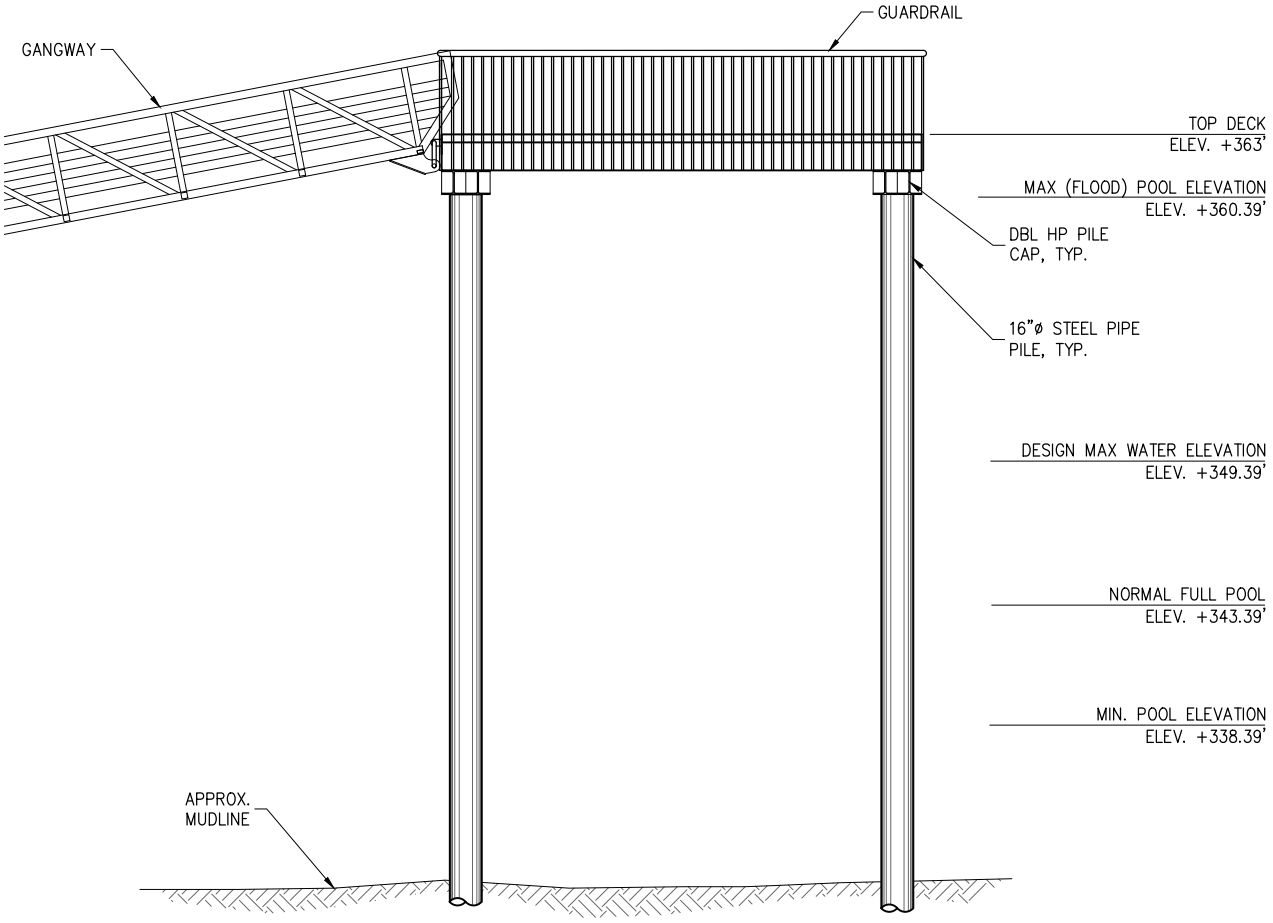

VIEW

PURPOSE: INSTALL NEW GATE AND FENCING FOR HIGH DOCK ACCESS. INSTALL FIXED GANGWAY, DOLPHINS, AND FLOATING DOCK.
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PORT OF BENTON

BARGE COMPLEX SHORE POWER UPGRADES

PORT OF BENTON
3250 PORT OF BENTON BLVD.
RICHLAND, WA 99354

FIXED PIER DETAILS

IN: COLUMBIA RIVER
RIVER MILE 343

AT: PORT OF BENTON
COUNTY OF: BENTON
STATE OF: WASHINGTON
APPLICATION BY:
PORT OF BENTON
DATE: MARCH 2026
SHEET 11 **OF** 11

3/27/26
K:\2025\254020 PORT OF BENTON BARGE COMPLEX\JARPA\254020-11.DWG

Port of Benton

Barge Complex Shore Power Upgrades Critical Areas Report

June 18, 2026

TETRA TECH

Barge Complex Shore Power Upgrades Critical Areas Report

June 18, 2026

PRESENTED TO

PND Engineers
3420 Eastlake Avenue East
Seattle, WA 98102

PRESENTED BY

Tetra Tech
1750 S Harbor Way,
Suite 400
Portland, OR 97035

P +1-503-221-8636
tetratech.com

Prepared by: 6-18-2026

Corinna Holfus — Date
Wildlife Biologist

Reviewed by: 6-18-2026

Jason Stutes — Date
Senior Ecologist

TETRA TECH

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LIST OF ACRONYMS

Acronyms/Abbreviations	Definition
CARA	Critical Aquifer Recharge Area
cfs	cubic feet per second
DPS	Distinct Population Segment
ESA	Endangered Species Act
ESU	Evolutionarily Significant Unit
FEMA	Federal Emergency Management Agency
FWHCA	Fish and Wildlife Conservation Area
IPaC	Information for Planning and Consultation
NOAA Fisheries	National Oceanic and Atmospheric Administration National Marine Fisheries Service
PHS	Priority Habitat and Species
POB	Port of Benton
RMC	Richland Municipal Code
USFWS	United States Fish and Wildlife Service
WDFW	Washington Department of Fish and Wildlife

1. INTRODUCTION

1.1 BACKGROUND

1.1.1. Purpose

The Port of Benton (POB) seeks to deploy zero-emission shore-side power infrastructure and expand existing mooring capacity at the High Dock, located on the Columbia River, to meet the current and future needs of maritime customers, as well as accommodate additional vessels.

1.1.2. Need

In 1962, POB's comprehensive plan included adding a dock to the Port's waterfront property. The dock was intended to provide a public docking site for loading barges and other water-borne cargo and to provide the machinery necessary to withdraw water for irrigation purposes.

The High Dock was constructed in 1965 to provide irrigation water for the adjacent agricultural areas. Since then, the dock has been expanded to provide additional pumping capacity for the City of Richland and Pacific Northwest National Laboratory. Lampson Crane currently operates a ring crane at this facility for general break-bulk cargo operations. The dock is currently leased by Lampson and the City of Richland. The existing fence at the High Dock facility is insufficient in providing security for equipment on the property. A new chain-link fence and gate are proposed to address security concerns.

In 2024, POB received a $2.7 million Port Electrification Grant from the Washington Department of Transportation to install a zero-emission shore power unit to power essential functions of marine vessels and cruise ships, allowing their auxiliary engines to shut off instead of idling, significantly reducing air emissions. The High Dock is a part of the M-84 green corridor connected to markets throughout the Northwest via the Columbia River. Connected ports include Vancouver, Kalama, Longview, and Clarkston in Washington and Portland, Oregon. Goods may access intercoastal barge traffic via the Northwest Seaport Alliance ports of Seattle and Tacoma. The M-84 green corridor also allows for some relief for land-based routes that may be heavily congested from traffic. The U.S Department of Transportation highlights that increasing the use of water routes, such as the M-84 green corridor, parallel to land-based routes, can help mitigate landside congestion, reduce air emissions, and conserve energy.

River users have expressed interest in mooring at the High Dock facility, including Tidewater and American Cruise Lines. POB is pursuing additional commercial uses on their properties nearby, including the Atlas Argo zero-carbon fertilizer plant valued at $1 billion, which would use the High Dock facility for general cargo operations.

The proposed project aims to accommodate additional vessels and their associated users. The shore-side power component would help reduce emissions, support sustainable growth operations, and enhance the Port's ability to serve a growing range of commercial users. The proposed infrastructure would support the state's 100% carbon-free electricity mandates and the Tri-Cities' shared vision of being a model for a net-zero emissions community.

1.1.3. Construction Methods

Construction will utilize both land-based and barge-mounted equipment. Selective demolition of the existing site will occur to facilitate the new construction of the Barge Complex. Construction will include a new floating dock complex and three monopile dolphins; expansion of the gravel loading and utility area and returning it to an acceptable elevation; installation of new electrical equipment to provide shore power at the dock; and installation of a new fence.

Demolition activities include minor clearing and grubbing to install new gravel loading and utility pads. One tree may be removed to accommodate new improvements with new shoreline plantings installed as compensation for this. Some brush clearing and trimming are also anticipated to install gangway access to the floating dock complex but would be minimized to the extent possible.

The proposed floating dock complex consists of two concrete fixed piers, grated gangways, and a grated 12' x 60' floating dock, to be installed south of the existing High Dock, providing sufficient clearance for the irrigation infrastructure. 16" and 24" diameter steel piles would be installed to support the piers and float. All piles would be driven with a vibratory hammer. Following vibratory installation, the float and dolphin piles would be proofed with an impact hammer to achieve the design load bearing capacity or minimum design embedment. Down the hole (DTH) drilling may occur for dolphin and float piles if bedrock is encountered to achieve embedment. Three dolphins would be comprised of one 30" diameter steel pipe pile each. Following dolphin installation, piles would be cut off at the specified elevation to install the prefabricated floating fender and bird cap. This project also includes a new electric gate, fence, and lighting infrastructure for enhanced security. Gravel may be added to the existing gravel access area for drainage improvement.

1.2 REPORT PURPOSE AND SCOPE

The purpose of this report is to define the limits of Critical Areas present in the vicinity of the proposed project to inform project design and permitting efforts. The proposed project will be evaluated for consistency with allowable uses and required resource protections for each type of Critical Area present. City of Richland Municipal Code (RMC) 22.10, which designates and regulates Critical Areas, identifies the following Critical Areas:

1. Wetlands
2. Fish and Wildlife Habitat Conservation Areas
3. Geologically Hazardous Areas
4. Critical Aquifer Recharge Areas
5. Flood Hazard Areas

1.3 EXISTING INFORMATION REVIEW

Tetra Tech scientists performed an initial desktop review of several online databases and mapping tools including, but not limited to:

- U.S. Fish and Wildlife Service (USFWS) National Wetland Mapper (USFWS 2026a)
- City of Richland Critical Area Map (Richland 2026)
- Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) database (WDFW 2026a)
- USFWS Information for Planning and Consultation (IPaC) (USFWS 2026b)
- National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) Species and Habitat Application (NOAA Fisheries 2026)
- SalmonScape mapping application (WDFW 2026b)
- Federal Emergency Management Agency (FEMA) National Flood Hazard layer Viewer (FEMA 2026)

2. STUDY AREA DESCRIPTION

The project area was surveyed by a Tetra Tech biologist and an ecologist on March 24, 2026. The team surveyed the project area and vicinity for critical areas and identified wildlife and plants observed at the site. Appendix A is a photographic log showing vegetation and habitat types found at the site.

2.1 TOPOGRAPHY

The project site is generally flat at around 373 feet elevation (NAVD 1983). The south side of the project drops off to a lower depression at around 358 feet then has a sheer drop along the Columbia River at around 350 feet elevation. The banks of the Columbia River are highly incised.

During the site visit in March 2026, POB informed the team that the site had been previously disturbed by agricultural practices before it became Port property. This is evident at the edge of a hillside that appears to have barbed wire, concrete, and fence posts within the soil edge indicating soil materials were pushed there. Fill material has also been placed at the site to form the existing road and dock.

2.2 SOILS

The U.S. Department of Agriculture Natural Resource Survey Web Soil Survey maps the following soils at the site: a Quincy loamy sand, 2-15% slopes which covers the majority of the project area, and a Xeric Torripsamments-Xeric Haplocambids-Xeric Torriorthents association with a 0-5% slope (NRCS 2026). The soils are a loamy sand that are excessively drained. As noted previously, the site is highly disturbed and contains fill material likely from local upland sources.

2.3 HYDROLOGY

The Columbia River flows through the project area which is a large perennial river running approximately 1,240 miles from its headwaters at Columbia Lake in British Columbia south through eastern Washington then west along the Washington Oregon border to the Pacific Ocean. The portion of the river within the project area is part of the Upper Columbia River. A U.S. Geologic Survey monitoring station is located along the Columbia River near the project site and reports an average cubic feet per second (cfs) flow rate of about 160,000cfs with an annual range between 80,000 cfs and 195,000 cfs. On the day of the site visit in March the flows were at 167,000cfs (USGS 2026).

2.4 VEGETATION COMMUNITIES

As noted previously, the site is highly disturbed with frequent human activity resulting in the presence of a combination of early successional and invasive species throughout the site and some planted ornamental species. The site can be divided into three separate vegetation community types, disturbed rabbitbrush/sagebrush community, disturbed riparian community, and planted Juniper rows (Figure 3). Majority of the site consists of the disturbed rabbitbrush/sagebrush community type dominated by gray rabbitbrush (*Ericameria nauseosa*) and minimal interspersed sagebrush (*Artemisia tridentata*) individuals in the shrub layer, yarrow (*Achillea millefolium*), Herb robert (*Geranium robertianum*), cheatgrass (*Bromus tectorum*), Sandberg bluegrass (*Poa secunda*), and some fescue (*Festuca* sp.) in the herbaceous layer and Russian thistle (*Salsola tragus*) throughout. Only three individual sagebrush plants were observed in this community type during the field survey, and a single large cottonwood was observed along the roadside. The sagebrush and cottonwood were outside of the project area and would not be removed. The area was disturbed through agricultural practices and is in early successional stages.

The second community type is the disturbed riparian community that occurs along the Columbia River. This community is dominated by willows (*Salix exigua*) and cottonwoods (*Populus* sp.) in the overstory and Creek clematis vine (*Clematis ligusticifolia*) in the understory. Wood's rose (*Rosa woodsii*), bur-chervil (*Anthriscus caucalis*), and Russian thistle also occurred in the understory. A single large golden currant (*Ribes aureum*) was also found in this community type as well as a single large maple (*Acer* sp.).

The third community type is a row of planted ornamental Junipers (*Juniperus occidentalis*) found along the fence line.

2.5 FISH AND WILDLIFE

As initially described above, the project overlaps with the Upper Columbia River and provides aquatic habitat for a variety of fish species, including both resident and migratory species. Potential common resident fish species likely include smallmouth and largemouth bass, walleye pollock, mountain whitefish, rainbow trout, white and black crappies, and yellow perch (WDFW 2026b). Migratory species passing through the area include white sturgeon, Pacific salmon and steelhead, Pacific lamprey, and American shad (WDFW 2026b). Many of the anadromous species are protected under the Endangered Species Act (ESA) and are described further in Section 3.2. The portion of the Columbia River that overlaps with the project area provides migratory habitat for the anadromous species as well as some rearing areas along the shorelines with shallow, low-velocity, fine or cobble substrates and that do not contain rip rap with sharp edges (Tiffan et al. 2006).

During the site visit, one mammal species was observed, an American mink (*Neogale vision*). Sign of other mammals including scat and tracks were observed for deer, coyote, and rabbit. Although no other mammals were observed, it is likely that common mammals could occur at the site including racoons (*Procyon lotor*), rats, and mice.

Birds identified at the site mostly included waterfowl species such as mallards (*Anas platyrhynchos*), Canada goose (*Branta canadensis*), American coot (*Fulica americana*), common goldeneye (*Bucephala clangula*), American wigeon (*Mareca americana*), and a Western grebe (*Aechmophorus occidentalis*). Gulls, likely Olympic gulls (*Larus glaucescens* × *occidentalis*) were also observed at the site, and passerine birds were observed including a song sparrow (*Melospiza melodia*), American robin (*Turdus migratorius*), Pacific wren (*Troglodytes pacificus*), and cliff swallows (*Petrochelidon pyrrhonota*). California quail (*Callipepla californica*) were also seen at the site. Trees at the site were scanned for nests and no nests were found.

No amphibians, reptiles, or arthropods were observed at the site.

3. CRITICAL AREAS

3.1 WETLANDS

The USFWS National Wetland Mapper identifies two wetland types within the project area (USFWS 2026a). The Columbia River is mapped as a riverine wetland R2UBH indicating it is a riverine wetland or water characterized by a low gradient and is not tidally influenced and has an unconsolidated bottom. Along the Columbia River there is a small fringe wetland along the perimeter of the river mapped as a freshwater forested/shrub wetland PSS1C indicating it is a palustrine wetland type dominated by broad-leaved deciduous woody vegetation including trees and shrubs and is seasonally flooded.

A site visit including a wetland delineation was conducted at the site on March 24, 2026 and determined no wetlands were present at the site. The site has been previously disturbed, and the potential fringe

wetland identified on the National Wetland Mapper was not present due to the presence of fill material and rip rap. Wetland determinations were made using the three-parameter approach in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual (USACE Environmental Laboratory 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual. The Tetra Tech team dug several soil pits and determined no wetland conditions were met. This area was dominated by Creek clematis (*Clematis ligusticifolia*), Wood's rose (*Rosa woodsii*), Bur chevril (*Anthriscus caucalis*), and Russian thistle (*Salsola tragus*). No hydric soil indicators were met and the soil pit displayed a uniform sandy loam 10YR 6/2 soil. No hydrologic indicators were met and there was no presence of surface water, a water table, or saturation. Conditions were also typical for this time of year.

The banks of the Columbia River were highly incised and showed a 5 foot drop from the top of bank to the wetted channel. The Tetra Tech team delineated the ordinary high water line of the Columbia River which was identified based on a change in slope and vegetation.

3.2 FISH AND WILDLIFE HABITAT CONSERVATION AREAS

The project area overlaps with Fish and Wildlife Habitat Conservation Areas (FWHCAs).

3.2.1. Federally Protected Species

Several federally ESA-listed species have the potential to occur at the project site. A USFWS species list was obtained using the IPaC tool and includes the yellow-billed cuckoo (*Coccyzus americanus*) and bull trout (*Salvelinus confluentus*), as well as proposed for listing species such as the monarch butterfly (*Danaus plexippus*), and Suckley's cuckoo bumble bee (*Bombus suckleyi*) (USFWS 2026b; Appendix B). The yellow-billed cuckoo inhabits riparian zones with cottonwoods and willows. Willows were present in the riparian habitat long the Columbia River however, this zone was very narrow and provided limited habitat. This species was not observed during the March 2026 site visit and there have only been 20 sightings of this species in the state of Washington since the 1950's indicating this species is likely extirpated from the state. The project has the potential to provide suitable habitat for this species although their presence would be unlikely. The portion of the Columbia River within the project site provides suitable migratory habitat for bull trout therefore their presence is likely. The site lacked an abundance of native pollinator flowering plants and no milkweed was observed however, monarch butterflies and Suckley's cuckoo bumble bees have the potential to migrate through the site. USFWS designated critical habitat for bull trout occurs in the project area.

ESA-listed NOAA Fisheries species also have the potential to occur in the project area including Upper Columbia River evolutionarily significant unit (ESU) and Snake River fall-run ESU chinook salmon (*Oncorhynchus tshawytscha*), and Middle Columbia River distinct population segment (DPS), Upper Columbia River DPS, and Snake River Basin DPS steelhead (*Oncorhynchus mykiss*). Designated critical habitat for chinook salmon and steelhead are present at the site (NOAA Fisheries 2026). The project also overlaps with Salmon Essential Fish Habitat protected under the Magnuson-Stevens Fishery Conservation and Management Act. The portion of the Columbia River within the project area could provide suitable migratory habitat for salmonids. Due to the disturbed nature of the site and presence of rip rap, it is unlikely rearing habitat is present along the shoreline.

3.2.2. State Protected Species and Habitat

The WDFW PHS web mapper provides a list of state protected species and their habitat (Appendix C). Based on a desktop review, the project area overlaps with Ferruginous hawk (*Buteo regalis*) suitable breeding habitat which is a state endangered bird. This species was not observed during the site visit and no nests were found. Ferruginous hawks breed in eastern Washington and will build their nests on natural

and artificial structures or the ground away from human activity. The high amount of disturbance in the project area combined with no observation of this species or nests indicate it would be highly unlikely that it occurs.

The PHS mapper also identified several priority habitats that overlap with the project area including shrubsteppe, freshwater forested/shrub wetland, and biodiversity areas and corridor for the Columbia Plateau Region. The shrubsteppe habitat type is defined as "A non-forested vegetation type consisting of one or more layers of perennial bunchgrasses and a conspicuous but discontinuous layer of shrubs. Although big sagebrush is the most widespread shrubsteppe shrub, other dominant (or co-dominant) shrubs include antelope bitterbrush, three-tip sagebrush, scabland sagebrush, and dwarf sagebrush. Dominant bunchgrasses include (but are not limited to) Idaho fescue, bluebunch wheatgrass, Sandberg bluegrass, Thurber's needlegrass, and needle-and-thread. Sites can also have a layer of algae, mosses, or lichens" (WDFW 2026a). The site was traversed during the site visit in March 2026 and the most dominant vegetation type as noted in Section 2 is a disturbed rabbitbrush vegetation community with few sagebrush plants. Only three sagebrush plants were noted on the south side of the site outside of the project area. Sagebrush are important to the ecosystem as they provide habitat for a number of species including some sagebrush obligate species such as Greater sage-grouse (*Centrocercus urophasianus*), sagebrush sparrow (*Artemisiospiza nevadensis*), brewer's sparrow (*Spizella breweri*), and the federally endangered pygmy rabbit (*Brachylagus idahoensis*). As sagebrush are lacking from the site, this habitat type is not considered present.

As noted in Section 3.1, wetlands are not present at the site. The site is identified as a Columbia Plateau regional biodiversity corridor which is an "ecoregionally important corridor that provides undisturbed and unbroken tracts of vegetation that connect fish and wildlife habitat conservation areas, priority habitats, areas identified as biological diverse, or valuable habitats within a city" (WDFW 2026a). The project site has regular disturbance but could provide a migratory or biodiversity corridor for various wildlife. This habitat type has the potential to occur at the site.

The Washington Natural Heritage Database was reviewed for potential protected rare plants and ecosystems. The report identified the potential presence of Columbia yellowcress (*Rorippa columbiae*), a state threatened plant (Appendix D). The site was traversed by the Tetra Tech team and this plant was not observed.

The project site has FWHCA's due to the presence of suitable habitat for ESA listed species and a state priority habitat type.

3.3 GEOLOGICALLY HAZARDOUS AREAS

No geologically hazardous areas are mapped within the project area (Richland 2026). The Benton County Planning Department GIS Map does identify an area with 15-39% slope 200 feet south of the project area however, this area would not be disturbed and is outside of the project area (Benton 2026). No other geologically hazardous areas occur within the project area.

3.4 CRITICAL AQUIFER RECHARGE

No Critical Aquifer Recharge Areas (CARAs) occur within the project area. A CARA is defined by RMC as a wellhead protection area as identified on the City's GIS map, or any area identified in the Benton County soil survey as having high potential for aquifer recharge. Neither of these types of critical areas occur in the project area (Richland 2026; NRCS 2026).

3.5 FLOOD HAZARD AREAS

Flood Hazard Areas are areas that are susceptible to frequent flooding. The Columbia River portion of the project area is mapped as a Zone A flood zone with a 1% chance of annual flooding, also known as the 100-year flood (FEMA 2026). The upland portion of the site is not designated as a flood zone and is not within the floodplain.

3.6 CRITICAL AREA BUFFERS

The only critical areas within the project area are FWHCAs and flood hazard areas due to the Columbia River overlap with the project area. No wetlands were found at the site therefore wetland buffers are not required. The RMC 22.10.200B. indicates a buffer of 300 feet should be considered around FWHCAs.

4. SUMMARY OF CRITICAL AREAS

Based upon the review of the project area's mapped resources and following the information gathered during the site visit, the following Critical Areas and their associated buffers occur either within the project site or in the immediate vicinity:

- Flood Hazard Areas
- Fish and Wildlife Habitat Conservation Areas

FWHCAs at the site include ESA-listed aquatic species suitable habitat in the Columbia River and WDFW PHS Columbia Plateau regional biodiversity corridor. No other FHWCAs were found at the site. No wetlands, geologically hazardous, critical aquifer recharge areas or their buffers occur at the site.

4.1 IMPACTS AND PROPOSED MITIGATION

In accordance with RMC 22.10, the proposed project follows the required mitigation sequencing and has been designed to avoid or minimize impacts to FWHCAs and natural resources to the degree possible. Most development would occur on previously disturbed areas including the existing dock and road, therefore most natural resources and FWHCAs are avoided. The project designs also minimize impacts to the extent feasible. The floating dock and fixed pier complex were designed to limit structure and pile sizes to the smallest extent feasible to minimize impacts to waters of the U.S. and nearshore habitats for ESA-listed aquatic species suitable habitat. The proposed dock would cover a small portion of the Columbia River and impacts to ESA-listed species and their habitat are expected to be insignificant. Implementation of construction during the WDFW-recommended in-water work window would limit juvenile salmonid impacts while adults are highly mobile and are expected to avoid the project area. The Biological Assessment prepared by PND provides additional analysis on proposed project impacts and effect determinations (PND 2026). The floating dock and gangways would incorporate grating to minimize long-term impacts and allow for light penetration. The solid fixed piers would be installed at a favorable elevation to facilitate light penetration.

On the landside, the proposed footprint will be minimized and minimal vegetation will be removed. The upland fill for the gravel loading and utility area has been minimized to the smallest extent feasible and would improve stormwater conveyance in the project area. One tree may need to be removed however, no special status tree species were observed at the site and no nests were observed in trees with the potential to be removed. Additionally, new shoreline plantings would be installed to mitigate for any tree removals. The shoreline planting plan would be further developed at later stages of design and would incorporate native plants appropriate for the area. Construction best management practices would also be

implemented to prevent impacts to water quality, and potential noise disturbance to wildlife. The project proponent will comply with all federal, state and local regulations.

The existing functions and values of the critical areas at the site are limited due to the frequent human disturbance and historic disturbance of the site. The site has invasive species throughout including Russian thistle and cheatgrass and provides limited habitat for wildlife. Temporarily disturbed areas would be restored with native plantings following construction. The proposed project would not result in a net loss of the existing functions and values.

The following mitigation sequencing was followed as prescribed by RMC 22.10.220 Mitigation Steps

1. Avoiding the impact altogether by not taking a certain action or parts of actions.
    a. The proposed project complies with the required mitigation sequencing as outlined in RMC 22.10 by first avoiding impacts through the use of previously disturbed areas and existing infrastructure where feasible.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology and engineering, or by taking affirmative steps to avoid or reduce adverse impacts.
    a. Remaining impacts have been minimized through project design measures and construction best management practices.
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment
    a. Temporary disturbances would be rectified through restoration and revegetation following construction.
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
    a. Long-term impacts would be reduced through maintenance of mitigation plantings, if tree removal occurs, and compliance with permit conditions.
5. Compensating for the impact by replacing, enhancing, or providing similar substitute resources or environments. Preference shall be given to measures that replace the impacted functions on site or in the immediate vicinity of the impact.
6. Monitoring the impact over time and taking corrective measures to minimize additional impacts.
    a. Compensatory mitigation would consist of shoreline plantings to offset any tree removals. Construction and mitigation activities would be monitored as required by applicable permits, and corrective actions would be implemented if necessary. No wetlands or other Critical Areas are found at the site; therefore, further mitigation is not required.

The preceding text in Section 4.1 has additional information on how the project achieves these steps.

5. WDFW MANAGEMENT RECOMMENDATIONS

WDFW has been involved with this project from the early stages and provided input on project designs and potential impacts. They noted that tree removals should be limited and if necessary, trees may need to be replanted. WDFW approves of the grated design of the pier and does not have any concerns about the projects impact to fish and wildlife.

6. REFERENCES

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7. FIGURES

Project Vicinity

Project Area

0 1,500 3,000 ft

SCALE:

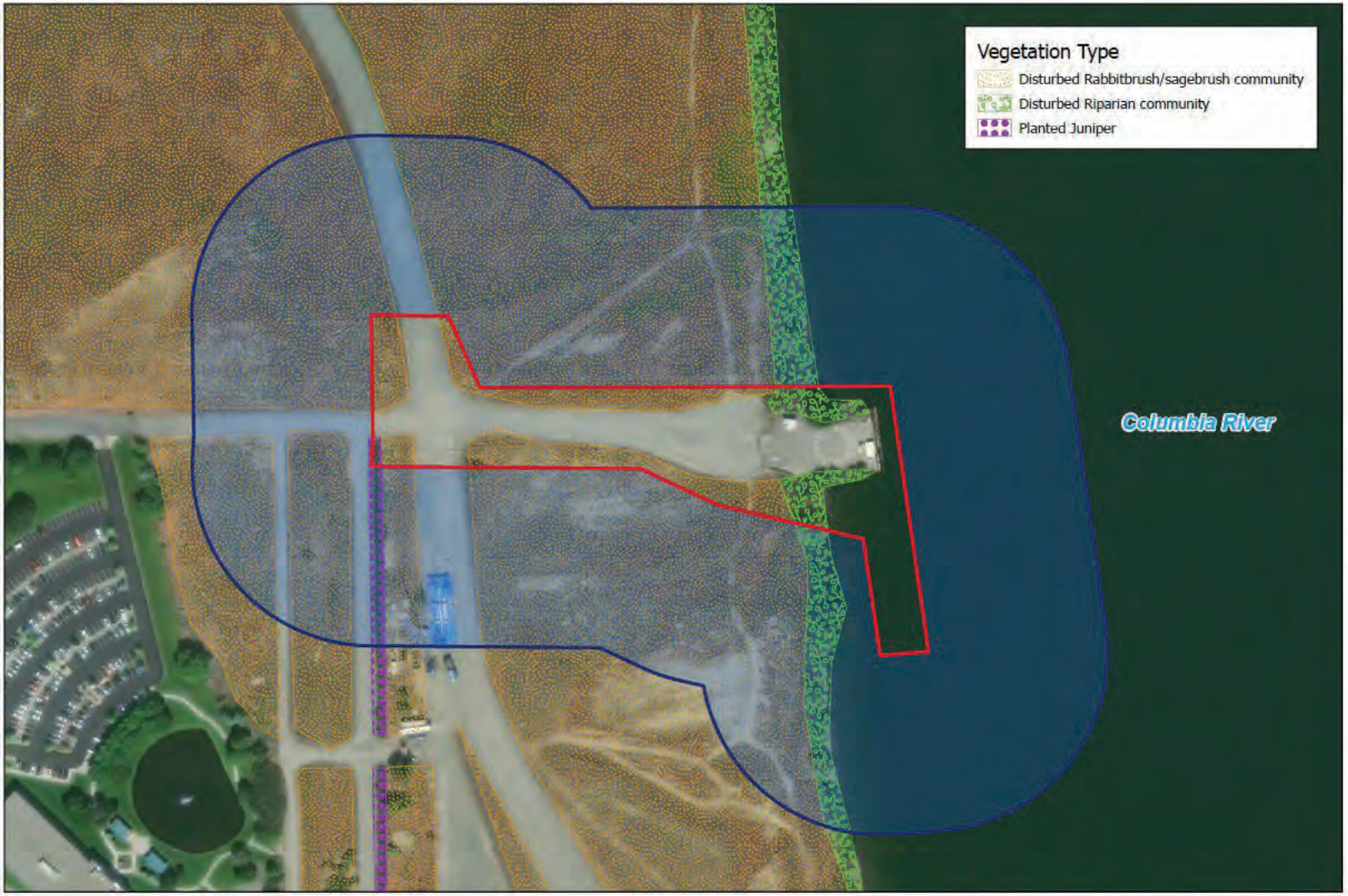
N

TETRA TECH

Coordinate System: NAD 1983 HARN StatePlane Washington South FIPS 4602 (US Feet)

Sources: Tetra Tech 2026, ESRI 2025

C Ave
114081000001005
High Dock
Horn Rapids Rd
Columbia River
114081000001004
114083000002005
114084000002010
114084000001000
Port of Benton Blvd
George Washington Way
Laboratory Support Building
USS Triton Submarine
114083000003001
11th St
114084013441001
114084013441002
114084013322001
Project Area
1-ft Contours
Project Area
Tax Parcels
0 200 400 600 ft
SCALE: 1:3,500
N
TETRA TECH
Coordinate System: NAD 1983 HARN StatePlane Washington South FIPS 4602 (US Feet)
Sources: Tetra Tech 2026, Washington State Parcels Project 2026, ESRI 2025



Vegetation Types

Project Area
FWHCA Buffer

0 200 400 ft

SCALE: 1:2,500

N

TETRA TECH

Coordinate System: NAD 1983 HARN StatePlane Washington South FIPS 4602 (US Feet)

Sources: Tetra Tech 2026, ESRI 2025

Appendix A. Photo Log

Photo 1. Facing west, typical vegetation composition of the disturbed rabbitbrush/sagebrush community type.

Photo 2. Facing east, view of depressional area in foreground and Columbia River in background.

Photo 3. Facing northeast, view of the existing dock showing the community types surrounding the area.

Photo 4. Facing southeast, view of Russian thistle pile in rabbitbrush community with riparian community and Columbia River in the background.

Photo 5. Standing on the dock facing south, view of the disturbed riparian community.

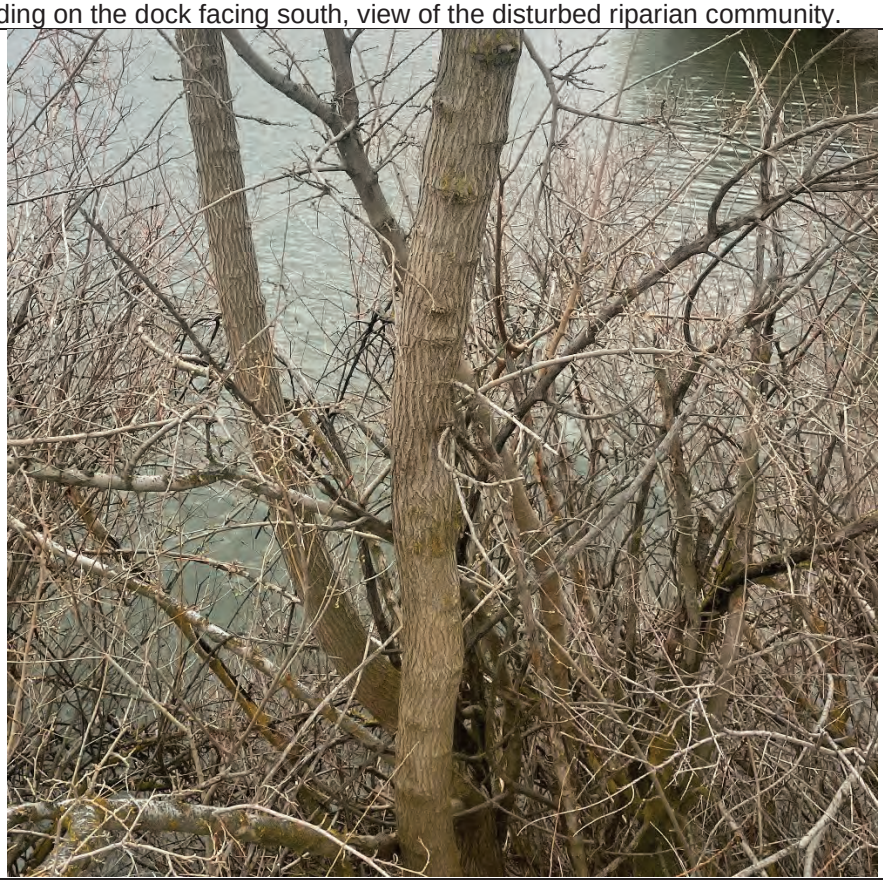


Photo 6. Trees in riparian community.

Photo 7. Standing on the dock facing north, view of the single large Maple. Will stay in place.

Photo 8. Standing along edge of bank facing south, shows riparain community and incision along the bank.

Photo 9. Standing on the top of bank looking down at disturbed riparian community and incision along bank.

Photo 10. Facing east, view of riparian community dominated by vines and concrete rubble underneath.

Photo 11. Facing east, view of disturbed riparian community and proposed location for pier extension off existing dock.

Photo 12. Facing north, view of north side of the project area.

Photo 13. Planted Juniper community type.

Photo 14. UP-1 wetland data plot in riparian community.

Photo 15. UP-2 wetland data plot in riparian community.

Photo 16. Deer tracks.

Photo 17. Coyote tracks.

Photo 18. Proposed location for fence along road.

Appendix B. IPaC Species List

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Benton County, Washington

Local office

Washington Fish And Wildlife Office

(360) 753-9440
(360) 753-9405

1009 College St Se
Ste 215
Lacey, WA 98503-1249

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Yellow-billed Cuckoo Coccyzus americanus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/3911	Threatened

Fishes

NAME	STATUS
Bull Trout Salvelinus confluentus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8212	Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee Bombus suckleyi No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

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Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your

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Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

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How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles document, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
American Avocet Recurvirostra americana This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Apr 21 to Aug 10

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American White Pelican pelecanus erythrorhynchos — Breeds Apr 1 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/6886

Bald Eagle Haliaeetus leucocephalus — Breeds Dec 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

California Gull Larus californicus — Breeds Mar 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Calliope Hummingbird Selasphorus calliope — Breeds May 1 to Aug 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9526

Cassin's Finch Haemorhous cassinii — Breeds May 15 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9462

Clark's Grebe Aechmophorus clarkii — Breeds Jun 1 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Evening Grosbeak Coccothraustes vespertinus — Breeds May 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Forster's Tern Sterna forsteri — Breeds Mar 1 to Aug 15

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Franklin's Gull Leucophaeus pipixcan — Breeds May 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Lesser Yellowlegs Tringa flavipes — Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9679

Lewis's Woodpecker Melanerpes lewis — Breeds Apr 20 to Sep 30

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9408

Northern Harrier Circus hudsonius — Breeds Apr 1 to Sep 15

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/8350

Olive-sided Flycatcher Contopus cooperi — Breeds May 20 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3914

Rufous Hummingbird Selasphorus rufus — Breeds Apr 15 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/8002

NOT FOR CONSULTATION

Western Grebe Aechmophorus occidentalis — Breeds Jun 1 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/6743

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

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2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

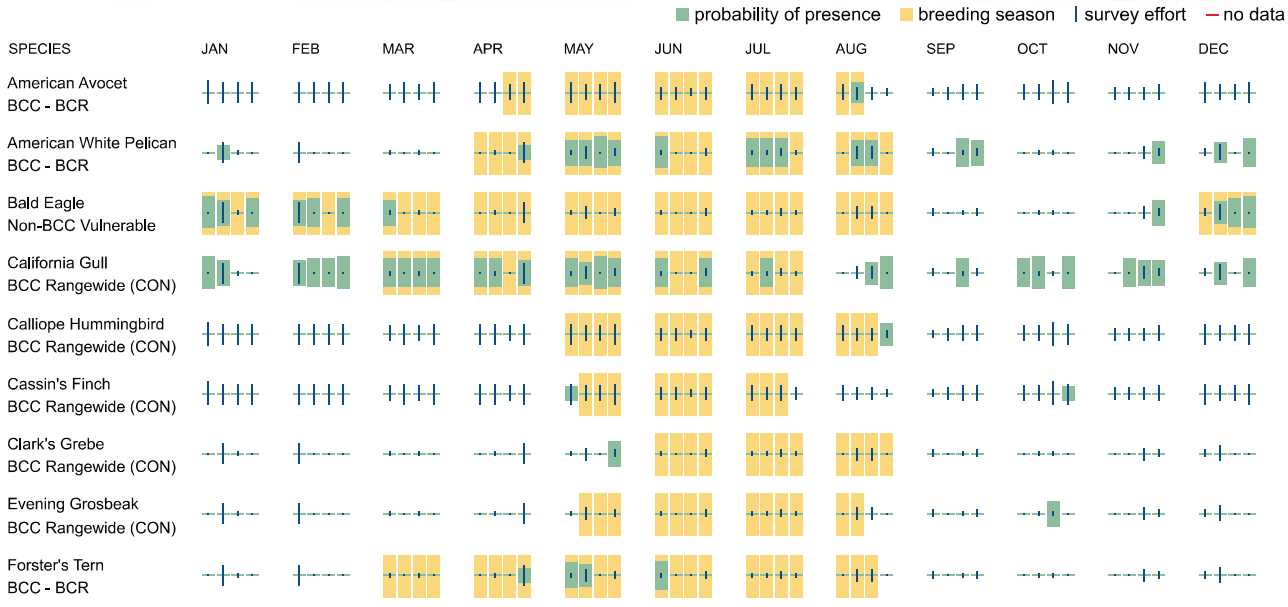
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

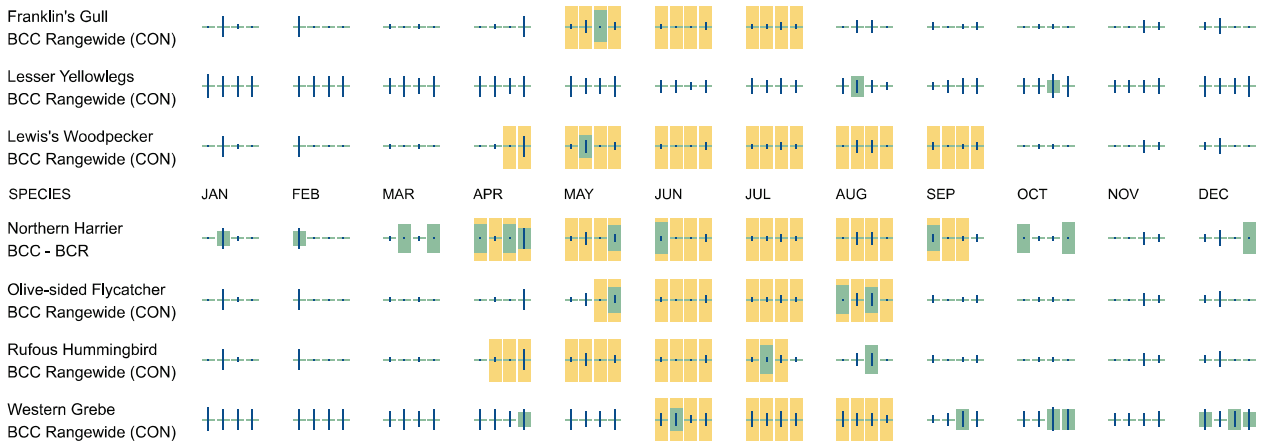
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

NOT FOR CONSULTATION





Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as "Vulnerable". See the FAQ "What are the levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

NOT FOR CONSULTATION

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ “Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds”.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

NOT FOR CONSULTATION

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER
FORESTED/SHRUB WETLAND
PSS1C

RIVERINE
R2UBH

A full description for each wetland code can be found at the National Wetlands Inventory website

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

Appendix C. WDFW PHS Reports

Priority Habitats and Species on the Web

Report Date: 03/19/2026

PHS Species/Habitats Overview:

Occurence Name	Federal Status	State Status	Sensitive Location
Freshwater Forested/Shrub Wetland	N/A	N/A	No
Shrubsteppe	N/A	N/A	No
Ferruginous Hawk	N/A	Endangered	No

Riparian Management Zones, if present, are not included in the Overview table above or the Details below. For RMZ details, please visit [ripariandata.wdfw.wa.gov.](ripariandata.wdfw.wa.gov)

PHS Species/Habitats Details:

Freshwater Forested/Shrub Wetland	
Priority Area	Aquatic Habitat
Site Name	N/A
Accuracy	NA
Notes	Wetland System: Freshwater Forested/Shrub Wetland - NWI Code: PSS1C
Source Dataset	NWIWetlands
Source Name	Not Given
Source Entity	US Fish and Wildlife Service
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS Listed Occurrence
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
ManagementRecommendations	https://ecology.wa.gov/Water-Shorelines/Wetlands
Geometry Type	Polygons

Shrubsteppe	
Priority Area	Habitat Feature
Site Name	Benton County Shrubsteppe
Accuracy	NA
Notes	General location of Shrubsteppe. Confirm or refute with site-scale info. WDFW recommends using site-scale info to inform site-scale land use decisions. Expect that on-the-ground conditions (e.g., boundaries) will vary from the map.
Source Record	920859
Source Name	Keith Folkerts, WDFW
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
ManagementRecommendations	https://wdfw.wa.gov/sites/default/files/publications/01333/wdfw01333.pdf
Geometry Type	Polygons

Ferruginous Hawk	
Priority Area	Breeding Area
Site Name	Home Range (3.2 to10 Kilometers)
Accuracy	NA
Notes	Ferruginous Hawk breeding habitat are lands that provide the space and preyneeded for ferruginous hawks to successfully reproduce.See the ferruginous hawk management recommendations.
Source Record	920952
Source Name	Watson/Azerrad WDFW
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	Endangered
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	N
SGCN	Y
Display Resolution	AS MAPPED
More Info	https://wdfw.wa.gov/publications/02511
ManagementRecommendations	https://wdfw.wa.gov/sites/default/files/publications/02511/wdfw02511.pdf
Geometry Type	Polygons

DISCLAIMER. This report includes information that the Washington Department of Fish and Wildlife (WDFW) maintains in a central computer database. It is not an attempt to provide you with an official agency response as to the impacts of your project on fish and wildlife. This information only documents the location of fish and wildlife resources to the best of our knowledge. It is not a complete inventory and it is important to note that fish and wildlife resources may occur in areas not currently known to WDFW biologists, or in areas for which comprehensive surveys have not been conducted. Site specific surveys are frequently necesssary to rule out the presence of priority resources. Locations of fish and wildlife resources are subject to variation caused by disturbance, changes in season and weather, and other factors. WDFW does not recommend using reports more than six months old.

Priority Habitats and Species on the Web

Report Date: 03/19/2026

PHS Species/Habitats Overview:

Occurence Name	Federal Status	State Status	Sensitive Location
Shrubsteppe	N/A	N/A	No
Biodiversity Areas And Corridor	N/A	N/A	No
Ferruginous Hawk	N/A	Endangered	No

Riparian Management Zones, if present, are not included in the Overview table above or the Details below. For RMZ details, please visit [ripariandata.wdfw.wa.gov.](ripariandata.wdfw.wa.gov)

PHS Species/Habitats Details:

Shrubsteppe	
Priority Area	Habitat Feature
Site Name	Benton County Shrubsteppe
Accuracy	NA
Notes	General location of Shrubsteppe. Confirm or refute with site-scale info. WDFW recommends using site-scale info to inform site-scale land use decisions. Expect that on-the-ground conditions (e.g., boundaries) will vary from the map.
Source Record	920859
Source Name	Keith Folkerts, WDFW
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
ManagementRecommendations	https://wdfw.wa.gov/sites/default/files/publications/01333/wdfw01333.pdf
Geometry Type	Polygons

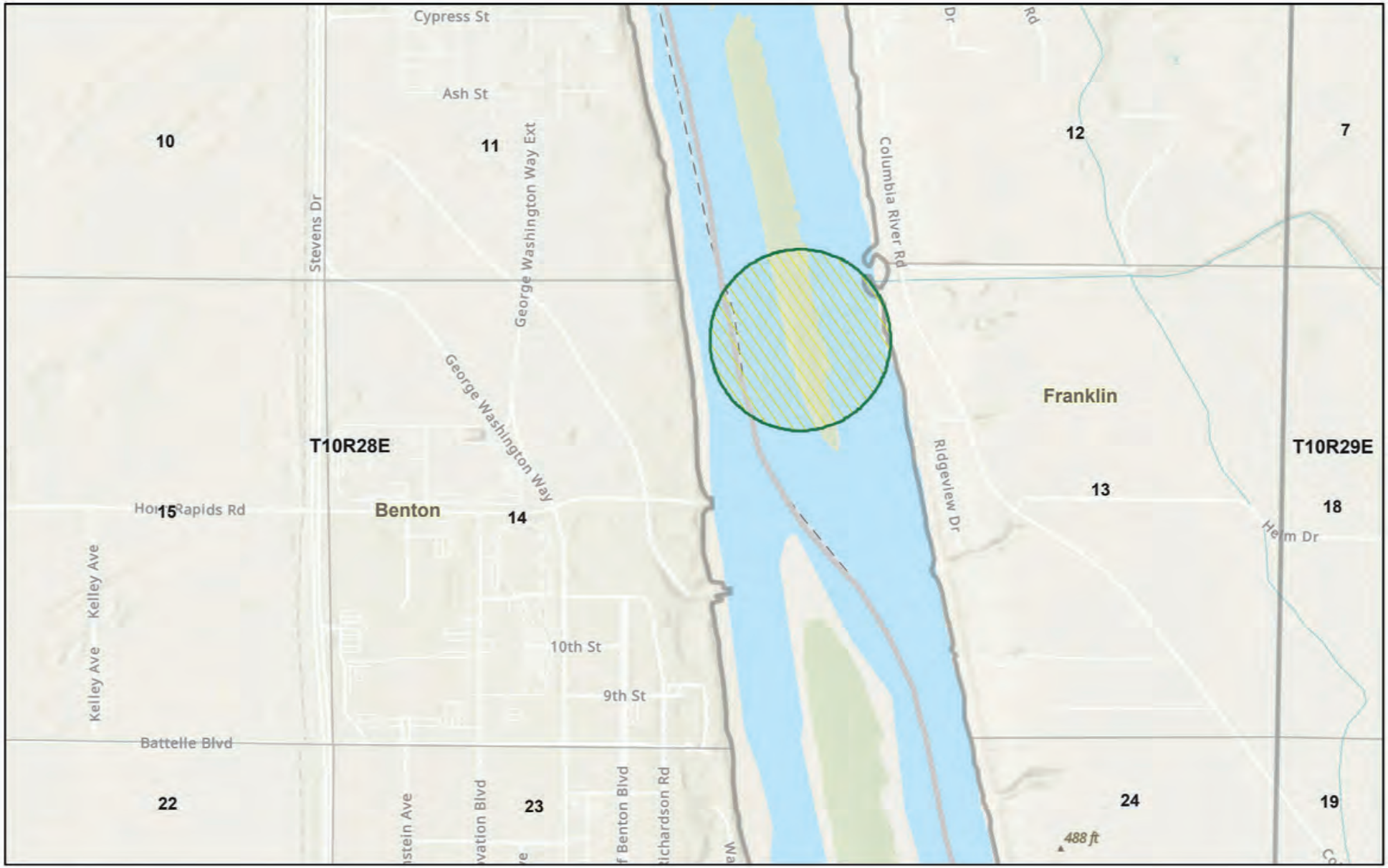
Biodiversity Areas And Corridor	
Priority Area	Terrestrial Habitat
Site Name	Columbia Plateau Regional Biodiversity Corridors
Accuracy	NA
Notes	Ecoregionally important corridors enabling species movement among key areas.Large, intact, landscapes support population viability of native species.Relevant to regional planning for open space, land use intensity, major projects
Source Record	920901
Source Name	Jeff Azerrad WDFW
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
ManagementRecommendations	https://wdfw.wa.gov/publications/00023
Geometry Type	Polygons

Ferruginous Hawk	
Priority Area	Breeding Area
Site Name	Home Range (3.2 to10 Kilometers)
Accuracy	NA
Notes	Ferruginous Hawk breeding habitat are lands that provide the space and preyneeded for ferruginous hawks to successfully reproduce.See the ferruginous hawk management recommendations.
Source Record	920952
Source Name	Watson/Azerrad WDFW
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	Endangered
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	N
SGCN	Y
Display Resolution	AS MAPPED
More Info	https://wdfw.wa.gov/publications/02511
ManagementRecommendations	https://wdfw.wa.gov/sites/default/files/publications/02511/wdfw02511.pdf
Geometry Type	Polygons

DISCLAIMER. This report includes information that the Washington Department of Fish and Wildlife (WDFW) maintains in a central computer database. It is not an attempt to provide you with an official agency response as to the impacts of your project on fish and wildlife. This information only documents the location of fish and wildlife resources to the best of our knowledge. It is not a complete inventory and it is important to note that fish and wildlife resources may occur in areas not currently known to WDFW biologists, or in areas for which comprehensive surveys have not been conducted. Site specific surveys are frequently necesssary to rule out the presence of priority resources. Locations of fish and wildlife resources are subject to variation caused by disturbance, changes in season and weather, and other factors. WDFW does not recommend using reports more than six months old.

Appendix D. WHNP Reports

WNHP Rare Plant and Ecosystem Locations



4/9/2026, 2:27:07 PM

Known Rare Plants and Rare & High-quality Ecosystems

- Rare Plant
- Public Land Survey Sections
- Public Land Survey Townships
- State Boundary
- County Boundaries
- World_Hillshade

1:27,167

0 0.15 0.3 0.6 mi

0 0.25 0.5 1 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA

WNHP Plant & Ecosystem Map Viewer

KNOWN PLANT AND ECOSYSTEM LOCATIONS REFLECT KNOWN OCCURRENCE LOCATIONS BUT MAY NOT REFLECT ALL OCCURRENCES OF RARE PLANTS OR ECOSYSTEMS.

CULTURAL RESOURCES REPORT COVER SHEET

Author: Ben Hodges, M.A.S.

Title of Report: **A CULTURAL RESOURCES REVIEW FOR THE PORT OF BENTON BARGE COMPLEX PROJECT, RICHLAND, BENTON COUNTY, WASHINGTON**

DAHP Project: 2025-09-06023

Date of Report: October 21, 2025

County: Benton

Quad: Richland, WA 7.5' Section(s): 14 Township: 10N Range: 28E

Acres: 25 Acres

PDF of report submitted (REQUIRED) **X** Yes

Historic Property Inventory Forms to be Approved Online? Yes **X** No

Archaeological Site(s)/Isolate(s) Found or Amended? X Yes No

TCP(s) found? Yes **X** No

Replace a draft? Yes **X** No

Satisfy a DAHP Archaeological Excavation Permit requirement? ☐ Yes # **X** No

Were Human Remains Found? ☐ Yes DAHP Case # **X** No

DAHP Archaeological Site #:

45BN01492
45BN01493
45BN01955

A CULTURAL RESOURCES REVIEW FOR THE PORT OF BENTON BARGE COMPLEX PROJECT, RICHLAND, BENTON COUNTY, WASHINGTON

October 21, 2025

RLR Report: 2025-31-B
By

Christopher Landreau M.S. , and Ben Hodges, M.A.S.

RLR
Cultural Resources, LLC
Archaeology and Historic Preservation

114 W 14th Ave, Suite 307, Ellensburg, WA 98926
PH (509) 952-5130 E-Mail: chris@rltcultural.com

Consultation Provided to:
Port of Benton
3250 Port of Benton Blvd.
Richland, WA 99354

EXECUTIVE SUMMARY

RLR Cultural Resources, LLC. (RLR) was consulted by the Port of Benton to conduct a cultural resource preliminary assessment for the pre-planning Port of Benton Barge Complex on a 25-acre parcel located between Horn Rapids Road and Richardson Road in Richland, WA (Figure 1 and Figure 2). The project proposes to implement shore power upgrades at the Barge Complex in Richland, WA. The project consists of infrastructure improvements at two primary locations within the facility: the High Dock and the Barge Slip. Concept drawings indicate installation of electrical service connections designed to provide shore power to berthed vessels, with associated utility infrastructure improvements located within the immediate dockside areas. Work will be confined to the existing developed port complex and adjacent shoreline settings.

The Area of Potential Effect (APE) includes the upland staging and utility corridor areas, the high dock, and the barge slip embankments, extending into adjacent overwater structures. RLR was required to survey the entire APE but only the areas with shovel test probes (STP) placed are planned for development and not within known cultural resources.

The preliminary research conducted on the Washington Information System for Architectural and Archeological Records Data (WISAARD) database revealed 65 survey reports and 67 previously recorded archaeological sites within one mile of the proposed area of potential effect (APE). Two cemeteries and 139 historic property inventories (HPI) were also recorded within one mile of the APE. No traditional cultural properties (TCPs) are recorded on WISAARD within a one-mile radius of the APE.

RLR conducted a pedestrian survey of the proposed APE. RLR also excavated shovel probes outside of known sites in areas proposed for infrastructure changes. Three previously recorded cultural resources were identified and documented: 45BN01492, a concrete bathhouse foundation believed to be associated with the former Hanford Engineer Works Workers Encampment (Camp Hanford from 1942-1950); 45BN01493, a concrete bathhouse foundation believed to be associated with the former Camp Hanford; and 45BN01955, a precontact lithic and shell scatter with associated ground stone. One previously unrecorded CCS isolate flake fragment was also identified and documented during pedestrian survey. Two western polygons were associated with temporary workers housing were also identified.

45BN01492 and **45BN01493**, two historic-era sites, were listed as potentially eligible to the National Register of Historic Places (NRHP) in 2008 and were recorded in detail to mitigate the removal of a similar site south of this area in 2008. and **ISO-1**, a precontact CCS flake fragment as not eligible for inclusion to the NRHP. RLR recommends **45BN01955**, a precontact lithic and shell scatter with associated ground stone as eligible for inclusion to the NRHP under criterion A and D.

The Port of Benton has indicated that it does not plan to disturb the central area of the parcel where 45BN01955 is located. Prior to any undertaking involving 45BN01492 and 45BN01493, the port must enter into an agreement for DAHP, as those sites were set aside in 2008 as mitigation for the demolition of similar sites south of the project area. Although once quite large, very little infrastructure from the Hanford Engineer Works Workers Encampment remains, and thus it is worth investigating if this area can be set aside or mitigated prior to demolition. The far western portion of the project includes two segments of the Camp Hanford workers' housing, but the material structures were removed in the 1950s and there is no integrity or material remains to those former sites.

RLR placed 19 shovel tests along proposed electrical corridors for the Barge complex, and did not locate any cultural resources in those tests, however, it should be noted that 45BN01955 is located in an area that has been excavated or blown out. The potential that the shovel probes were in aeolian sediment is high, and that cultural remains could be found up to 3 or more meters deeper. Caution should be used in all excavation of the electrical lines, and we recommend cultural monitoring for those activities.

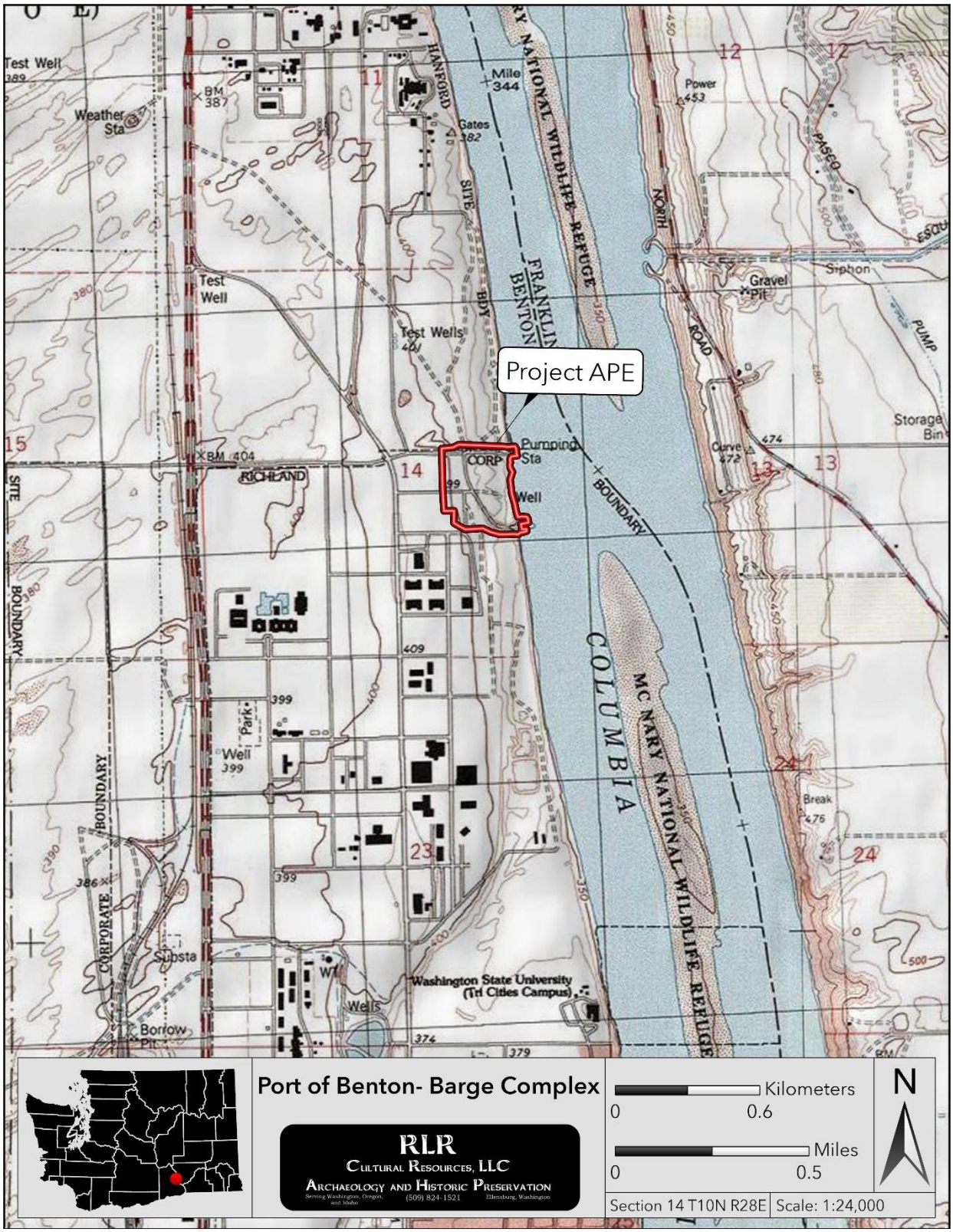


Figure 1. Project APE Topographic Overview; 1:24,000.

Figure 2. Project APE Orthographic Overview; 1:24,000.

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PROJECT DESCRIPTION

Project Activities: RLR Cultural Resources, LLC. (RLR) was contracted by Port of Benton to conduct a cultural resource review of the Barge Complex, a 25-acre parcel located between Horn Rapids Road and Richardson Road in Richland, Benton County, WA. The Port of Benton proposes to upgrade shore power infrastructure at its Barge Complex in Richland, Washington. The project includes improvements at two locations within the facility: the High Dock and the Barge Slip. Concept designs illustrate the installation of new electrical service connections and related utility infrastructure to provide shore power for berthed vessels. Work will primarily involve trenching, conduit placement, and installation of electrical equipment within previously developed dockside and upland areas. All construction activities will be confined to the existing port complex, which has been subject to prior industrial and shoreline modifications.

Area of Potential Effect: The APE, totaling 25 acres is within the Tri-Cities Research District's Technology and Business Campus. The parcel is adjacent to active roadways and businesses.

Regulatory: This report seeks to satisfy cultural resources requirements under Governors Executive Order 21-02 regulatory requirements for an archaeological and historic systematic review of the project area. While no regulatory requirement has yet been triggered, future development may require such, and The Port of Benton seeks to do due diligence prior to design.

Survey personnel: Ben Hodges, M.A.S., Chris Landreau, M.S., Laura Collins, B.A., and Josiah Mathews, B.A.

Legal Information

County: Benton

USGS Quad(s): Richland, WA 7.5'

Public Land Survey System: T 10 N, R 28 E, Section(s) 14

ENVIRONMENTAL SETTING

Landforms and Geomorphology

The general area is part of the Columbia Basin Physiographic region (Lasmanis 1991:265; Walker 1998), the Columbia Plateau (McKee 1971), or the Great Plain of the Columbia (Meinig 1968). All three are appropriate as the geophysical setting is a basin at an altitude above sea level yet should be regarded strictly as a structural basin which formed before the Columbia River Basalt Group (CRBG) filled with successive basalt flows during the Miocene.

McKee (1971) outlines tectonic events beginning 40 million years ago (Mya) involving a massive crustal plate—the Farallon plate—which subducted under the North American plate causing pressure to build up generating deformation of the crust. Excessive pressure led to faulting and eventually flood-like eruptions of olivine-rich basalt. Subduction of the Farallon plate under the North American plate continued from 19 to 2 Mya, but at a slower rate. The CRBG is the result of over 350 low-silica, basaltic flood events that took place over the course of 11.1 million years or from about 16.7 to 5.5 Mya (Reidel et al. 2013). The flood started on the western border of Idaho/eastern border of Washington and eventually covered approximately 210,000 km^3 of Idaho, Oregon, Washington, and Nevada. There were five main flooding phases that occurred throughout this time: Steens, Imnaha, Grande Ronde, Wanapum, and Saddle Mountains (Reidel et al. 2013). The largest of these phases, the Grand Ronde, took place from 16 to 15.6 Mya and comprises approximately 72% of all the basalt within the CRBG with some flood volumes reaching over 1,000 km^3 (Reidel et al. 2013).

Vegetation

Before Euro-American settlement, the project area was within a shrub-steppe grassland with sagebrush (*Artemesia spp.*), rabbitbrush (*Chrysothasmus nauseoseum),* bunchgrass (*Festuca idahoensis*), and ryegrass (*Lolium perenne*) (Franklin and Dyrness 1973). The predominant vegetation in the valley bottom was Bluebunch wheatgrass (*Agropyron spicatum*) and Basin wild rye (*Elymus cinereus*). Willow (*Salix spp*.) and cottonwood (*Populus trichocarpa)* outlined streams and wetted areas, while big sagebrush (*Artemesia tridentata*), rabbitbrush, and bitterbrush (*Purshia tridentata*) flourished in the drier areas (Franklin and Dyrness 1973).

Currently, vegetation consists of big sagebrush and non-native grasses in vegetated areas within the APE.

Soils

Soils within the APE consist primarily of terrace deposits formed from alluvium and eolian sands (USDA NRCS 2025). The dominant soil type is Quincy loamy sand (QuD), 2 to 15 percent slopes, which accounts for approximately 54.6 percent of the APE. Burbank loamy fine sand

(BbD), 2 to 15 percent slopes, and Burbank loamy fine sand with a gravelly substratum (BIA), 0 to 2 percent slopes, occupy roughly equal portions of the APE, covering 3.9 acres and 4.0 acres respectively. The remaining 1.2 acres are comprised of Burbank loamy fine sand with a gravelly substratum (BID), 0 to 2 percent slopes.

The typical profile consists of loamy fine sand and loamy sand to a depth of 16 inches below surface where it transitions to an increasingly gravelly loamy sand. It then transitions to extremely gravelly sand at 30 inches below surface.

CULTURAL SETTING

Pre-Contact Overview

Cultural historic sequences in central Oregon span the last 14,000 years before present (B.P.). The following cultural sequences are based primarily on Ames et al. (1998) and Aikens et al. (2011). Archaeological information is typically based on large excavation projects along riverine and stream corridors throughout northern Oregon and southern Washington.

Late Pleistocene (12,000+ B.P.)

The oldest known archaeological resources in central Oregon have been dated to 14,000 B.P. at Paisley Caves. This date, from human coprolites in a stratified context, adds to the building evidence in western North America that Clovis peoples were not the first to occupy the region (Dexter and Jenkins 2013; Shillito et al. 2020). Central Oregon's Rimrock Rockshelter contains bifacial tools and prehistoric camel remains below a 15,800-year-old Mt. St. Helen's ash layer (O'Grady et al 2019). While it is likely that ancient people used the upper Cascades, no evidence of their occupation has been located in the region predating 12,000 B.P.

Period I (11,000 B.P.-7,000 B.P.)

The primary sites that define this period are both mid-20th century excavations from the creation of McNary Reservoir. Even larger excavations at Goldendale and Fivemile rapids define the subsistence activities of the period. Intensive plant processing evidence was located at Goldendale and Hat Creek while Salmon Processing was the primary activity at Five Mile Rapids down river from Umatilla (Ames et al. 1998). The major defining event would have been the eruption of Mount Mazama, which would have severely disrupted the lives of any peoples living in the region. Of archaeological significance, the ash from the region was deposited roughly 7,000 years B.P., giving a distinct pre/post Mazama chronological marker for any stratified archaeological resources. Within three miles of the project area, 35UM0001 contains evidence to precontact occupation at roughly 10,000 B.P. in the form lithic debitage below Mazama Ash layers (Fenenga 1947, Schalk 1980)

Period II (7,000 B.P.-3,900 B.P.)

Little to no archaeological evidence for this period exists near the project area. The largest and most convincing deposits are at Five Mile rapids and consist of contracting stem projectile points in a roughly 4,000 B.P. stratum based on radiocarbon dating (Ames et al 1998). Little evidence for a phase or period exists here aside from stylistic changes in projectile points which along are not sufficient markers for cultural changes over time (Hildebrandt and King 2012).

Period III (3,900 B.P.-Present)

This period is marked by the appearance of pit houses, the heavy use of salmon as a main staple, and the procurement of camas (Ames et al. 1998). Additionally, the storage of salmon and large areas devoted to human inhumation further defines this period as the beginning of a more sedentary lifestyle. Certain aspects of this period were also observed when contact with Native Americans was made by early fur traders. However, by the time of this contact in the early 1800s, the introduction of the horse and the decimation of the population by various communicable diseases had already heavily impacted the Native Americans.
Within the region of the project area, the use of semi-subterranean pit houses associated with winter villages is evident along with the exploitation of the upper valleys and mountains during the warmer months of the year (Ames et al. 1998). House pits have been found in several documented sites in the southwest plateau with the closest one being about 1.5 miles south-southeast of 35UM0001.

Ethnographic Context

A treaty between the United States, the Walla Walla, Umatilla, and Cayuse tribes was signed in 1855 that ceded 6.4 million acres in exchange for a 250,000-acre reservation which was later further reduced to 172,000 acres (CTUIR 2023). These actions created the Confederated Tribes of the Umatilla Indian Reservation. The treaty included off reservation rights for members of the CTUIR to hunt, fish, and gather in their usual and accustomed lands which is a right they still practice to this day (CTUIR 2023).

The project area falls within the Aboriginal Title Lands of the CTUIR, as described in CTUIR v. Maison II and CTUIR v. Maison III (CTUIR 2023). It may be considered part of the greater Plateau culture area in pre-contact history (Walker 1998). The *Imatalamłáma*, more commonly known today as the Umatilla, once lived in the project area and along the Columbia River. Intermarriage, kinship ties, and regional trade connected bands and tribes throughout the region. Suphan (1959) finds that the *Weyíilatpuu* (Cayuse), *Imatalamłáma* (Umatilla), and *Walúulapam* (Walla Walla) groups used the same areas for hunting, fishing, and resource gathering. In the past, roots, chokecherries, and berries were collected as were tule reeds in wet places (presumably).

While the tribes in the area had no broad formal political system such as a regional confederacy, they organized themselves at a village level with certain families or groups having influence over

a particular fishing, hunting, or gathering territory (Stern 1998a). Leaders were selected based on experience and ability while disputes and interactions were handled by a council or a group of elders (CTUIR 2023). Trade was an integral part of subsistence and social interaction. Traded goods came from the plains, Oregon, California, the northwest coast, and farther. Certain areas, including Celilo Falls, Nine Mile Rapids, and the Dalles were some of the largest of these trading centers (CTUIR 2023; Stern 1998b). This way of life continued uninterrupted by external influence until roughly the mid-18th century when French, Russian, British fur traders, and explorers entered the region. Likely through contact and trade between explorers and other tribes, disease decimated the native populations of Plateau. By the 1860s, disease (primarily smallpox) had wiped out at least one-third of plateau peoples.

Historical Context

The first documented Euromericans to see the region were members of the Lewis and Clark Corps of Discovery who passed the mouth of the Umatilla River on October 19, 1805 after noting a hat-shaped rock formation later known as Hat Rock. The Corps again came close to the project area on April 26, 1806 (Kershner 2008).

The beginning of the 19th century brought the first recorded interactions between traditional indigenous tribal groups and European and Russian fur traders. Canadian explorer David Thompson (1770-1857) was the first to describe interactions with native groups in his historical narrative account (Kershner 2008). Thompson embarked from Kettle Falls on July 3, 1811, on a historic voyage down the Columbia River to the Pacific Ocean. Thompson was also the fur agent in charge of the Columbia Department of the Northwest Company of Canada. Thompson was the first white man to descend the river and contact tribes between Kettle Falls and the mouth of the Snake River. The length of Thompson's route intersected the route of Lewis and Clark from five years earlier (Kershner 2008).

Between 1818 and 1833, additional trading posts were established in the Northwest. Ross (1956: 125) notes the Yakama were trading at Fort Nez Perce near the mouth of the Walla Walla River after the Northwest Company established the post in 1818. Fort Vancouver was established by the London-based Hudson's Bay Company (HBC) on the Lower Columbia River in 1825. Fort Nisqually, established by the HBC at the south end of Puget Sound, was established in 1833. By the late 1840s, the fur trade went into decline while a new era of intensive settlement, primarily by Euro-Americans, was just beginning. Instead of trading posts, military forts were constructed to aid settlement (Kershner 2008). Euro-American settlement in the region increased following the Oregon Trail and the Donation Land Claim Act of 1850. A trail paralleling the Columbia River on the cadastral map drawn and submitted by Timothy W. Davenport in 1860 for Township 4 North, Range 28 East was called The Columbia Trail. The Oregon Trail is not indicated as such on Davenport's map, yet a NW/SE trending trail is labeled "Old Emigrant Wagon Road" and may well refer to the or one of the Oregon Trail(s) (Kershner 2008).

Small boat and ferry landings were constructed at advantageous riverside locations along the Columbia River to service ranchers, miners, traders, and military movements along the river into the interior. There was a busy ferry service between Umatilla, OR and Plymouth, WA across the Columbia River until the Umatilla Bridge was constructed in 1955 after the construction of McNary Dam in 1954 (Gibson 2004).

In 1847, relations with the local Native Americans became strained with the Whitman Massacre and the Cayuse War. Prior to the 1860s the territorial dispute between the United States and Great Britain also discouraged homesteading and settlement. The Treaty of 1846 ended British claims in what became north central Washington and established the Canadian border as well as the Oregon Territory (and later the Washington Territory). U.S. Army orders prohibited white settlement in most of eastern Washington between 1846 and 1859 until a treaty between the United States and the Yakima Confederacy signed at Walla Walla in 1855 was ratified by Congress in 1859 (Beckham 1998). The Treaty of 1855 granted the CTUIR 500,000 acres of land along with hunting, fishing, and gathering rights in all areas of traditional use, extending in all directions as far as Yellowstone and Willamette Falls (CTUIR 2023). The tribes ceded 6.4 million acres. The reservation was reduced in 1859, when it was ratified by Congress, to 172,000 acres.

As tribes were forced onto reservations either through treaties or military removal they had to manage and govern a wide variety of peoples while navigating the United States legal system and battling constant attempts which further degraded their land claims. The practice of relocating native children to boarding schools which started with missionaries in the 1800s, continued well into the 20th century. These schools forced children to adhere to American cultural and customs while punishing them for all expressions of their native culture. Despite the consistent challenges the CTUIR fought to maintain their culture and way of life while caring for the welfare of their people (CTUIR 2023).

Richland, Washington Overview

Richland, WA is located in the eastern portion of the Yakima Valley in what is now Benton County, WA. Among the first inhabitants, along with other river tribes, were the Chemnapum, a tribe closely related to the Wanapum of the Columbia River (Kershner 2008). For thousands of years, the Chemnapum utilized resources on a seasonal round at “Chemna,” land that includes areas now known as Richland and West Richland, as well as the Yakima River Delta, the confluence of the Yakima and Columbia Rivers, which they called “Tapteal.”

The earliest record of contact between the Chemnapum and non-native peoples is of the Lewis and Clark expedition in 1805, traveling by water on the Columbia River between the lands of what are today Richland and West Richland. The Lewis and Clark Expedition canoed up the Columbia River to the mouth of the Yakima River (Kershner 2008). Contact was extended by the British Northwest Fur Company, who used the same water route to trade with the Chemnapum between 1811 and the 1850s.

Non-native explorers, although not settling the area, were interested in its potential for other uses. In 1841, Robert E. Johnson of the Army Corps of Topographical Engineers mapped the Yakima Valley, including the West Richland area (Kershner 2008). When the area became part of Washington Territory in 1853 (previously part of Oregon Territory), Governor Isaac Stevens began developing plans to construct a railway through the Yakima Valley and the Cascade Mountains to Puget Sound. In this same year, Congress authorized the building of a road through the Yakima Valley, which would transect what is presently West Richland.
It was not until 1863 that the first non-native person officially settled in the West Richland area. At the mouth of the Yakima River, approximately 5 miles east of where West Richland is today, J. B. Nelson built his home (Kubic 1994). Soon after, in 1868, E. Bird brought the cattle industry to the Richland area, which possibly included use of the West Richland area (Kubic 1994). When a stagecoach company was established in Richland area in 1880, more settlers came (Kershner 2008). This number once again increased in 1883 with the construction of the Northern Pacific Railroad through the Yakima Valley (Kershner 2008).

The increase in settlement of the area placed a greater demand on the lands than was custom with the Chemnapum, representing a great shift in the relationship people of the area shared with the landscape. By 1892, Nelson Rich and Howard Amon had formed the Benton Water Company, irrigating the lands of what are now Richland and West Richland (Kershner 2008).

This transformation of the landscape for agricultural and ranching use paved the way for the development of small communities of settlers and invited further sociopolitical division of the lands. In 1905, Benton County was created, and modern-day West Richland became known as "Lower Yakima". The population exploded in the 1920s and 1930s with the large influx of farmers from the Midwest during the "Dust Bowl" era. To combat the economic downturn of the Great Depression, construction was begun in 1934 of a series of hydroelectric dams and locks along the Columbia River. With these in place, the Tri-Cities (Richland [and what is currently West Richland], Pasco, and Kennewick) became a major river transportation hub and, again, the population steadily rose.

Farming was the primary industry in the Tri-Cities area until WWII when, in 1943, the Hanford Atomic Reservation was established 20 miles north of what is presently West Richland (Kubic 1994). The United States War Department took possession of 860-mi² area, including Richland, Fruitvale, Hanford, and White Bluffs, and placed it under the control of the Manhattan District of the U.S. Army Corps of Engineers for construction of the Hanford Engineer Works, which produced the plutonium for the atomic bomb that was detonated over Nagasaki in WWII (World Citizens for Peace 2020). The take-over of the area meant settlers no longer could own houses or the land on which they lived, prompting many residents of Richland to move across the Yakima River to what is now West Richland, where it was possible to purchase and own land. The project area currently resides on the area that once was Fruitvale.

Small communities of farmers lived in the Richland area under the "Lower Yakima" title for some time before new names were adopted by its residents. In 1948, Carl Heminger purchased

80 acres of land in the area and laid out plans for "Heminger City;" however, the people of the community already living there chose the name "Enterprise." So, in 1949, Mr. Heminger moved a mile away and platted another small community, which did adopt his name as "Heminger City".

In between the platting of the two cities, in 1948, the Yakima and Columbia Rivers flooded the roadways of Richland. Community members banded together to help build a dike called "The Miracle Mile" around Richland in 5 days to both protect Richland and prevent further damage to Heminger City and Enterprise (Wright 2011). In 1953, the McNary Dam was built on the Columbia River 35 miles south of Heminger City and Enterprise (West Richland). Because ocean-going barge traffic was able to travel between the Pacific Ocean and Richland, industry thrived and more people came to the area (Kubic 1994). As quickly as 1954, the conglomerate of small communities known as Enterprise and Heminger City gathered enough signatures to join together and officially become "West Richland" (Kershner 1994).

A campaign began in 1964 to diversify Richland's economy and reduce its dependence on Hanford. Between 1964 and 1971, eight of the nine production reactors of Hanford were shut down, the last one closing in 1988. After the end of the Cold War in 1989, Hanford's mission became environmental restoration. The Tri-Cities (and West Richland) continue to benefit from Hanford activity, but Hanford is no longer the main source of employment for the area. Agriculture, however, continues to thrive, particularly in Richland.

Hanford Engineer Works Workers Encampment

In 1942, the Department of War chose the area north of Richland Washington as its primary site for the enrichment of plutonium, and to develop the systematic apparatus necessary for the development of atomic weapons. The Manhattan Project as it was know was both secret and extremely large, requiring a massive effort to start construction of nuclear reactors and infrastructure.

As part of the effort, the US Army began to import construction workers, supplies and equipment, as well as technical engineers required for this effort. hundreds of people from the sparsely populated area around the farming communities of both White Bluffs and Hanford Washington were displaced and their newly irrigated fields left fallow.

The Hanford Engineer Works was built between March 1943 and March 1945, and the people living and working there were responsible for the production and development of three nuclear reactors, as well as plutonium enrichment facilities on the site.

The subject project is located in this area, and several remaining ruins of the camp including bath facilities were identified in 2008 as a mitigation for the destruction of similar facilities south of the area.

As decribed by Mishkar et al (2008):

> *Standard designs and assembly-line construction were incorporated for speedy and low-cost temporary construction (DuPont 1945). Identical building components for similar buildings were prefabricated at various "craft shops" and then moved to the building site for erection and installation. Specialized crews worked on specific steps of the building process, with a crew of roughing-in carpenters erecting the foundation and framework of each building. The lumber consisted of Class I, II, and III Douglas fir and hemlock with some larch and western red cedar. During the roughing in carpentry work, plumbers roughed in plumbing components such as showers, drains, and water and sewer pipes. With this work completed, both sets of workers moved onto another site. Then a crew of trimming and finishing carpenters completed the carpentry work for the building (DuPont 1945). A group of electricians worked side by side, to rough in power and lighting. This construction process was used in the building of Han ford Camp, 3000 Area Barracks, the Administration Area, Central Shops, and portions of the temporary construction buildings in the various process areas (DuPont 19-15).*
>
> *There were three types of building foundations: wooden piers and beams set on mud sills; pad and stringers laid on stabilized grounds; and plain or reinforced concrete slabs. The bathhouses had plain concrete slabs (slab on grade), with spread footings but without reinforcing. Reinforcing was restricted for buildings whose floors would work with heavy loads (DuPont 1945). Floor types included wood, cinder, earth, and concrete...*
>
> *...Eventually, HEW constructed 139 bathhouses: 137 in the section of camp used by white workers and two bathhouses in the section of camp used by colored workers. The bathhouses measured 30' x 34' and were centered on lots measuring 80' x 52'. Each bathhouse served over 26 families on average. Inside they contained men's and women's shower and toilet rooms, a laundry room, utility room, janitor's closet, and hallways. Men's and women's shower rooms had approximately the same floor area, each with four showers and lavatory. In addition, there were four water closets and a urinal in the men's side and three water closets in the women's side.*

The Camp area and semi-permanent housing was slowly dismantled in the 1950's, and little but scattered examples of foundations and water/sewer infrastructure remain.

RECORDS SEARCH

A records search was conducted on the Washington Information System for Architectural and Archaeological Resources Database (WISAARD) for a one-mile radius around the project area. Files pertaining to these sites or cultural resources surveys can be found on WISAARD. Cultural resource reports and records on file at RLR and other sources were also reviewed for the project area. The record search included the following sources.

- WISAARD resource records on file as of August 2025;
- WISAARD reports on file as of August 2025;
- WISAARD Historic Properties on file as of August 2025;
- WISAARD Cemeteries on file as of August 2025;
- WISAARD NRHP Register Properties on file as of August 2025;
- WISAARD TCPs on file as of August 2025;
- Historical Maps including United States Geological Survey (USGS) 1917 Pasco, WA 1:125,000; 1951 Richland, WA 1:62,500; 1953 Walla Walla, WA 1:250,000; 1958 Walla Walla, WA 1:250,000; Township 10 North, Range 28 East plat map; 1976 Benton County Metsker's Maps (Metsker 1976);
- United States Department of the Interior, Bureau of Land Management General Land Office Patent Records (USDI BLM 2025);
- Nationwide Environmental Title Research Historic Aerials (NETR 2025) and the Central Washington Historical Aerial Photograph Project (CWU 2025).

Named Places and Traditional Cultural Places (TCPs)

The APE is roughly 4.6 miles north of Richland, WA city center. Unless previously recorded as a TCP, the named places below are not TCPs and RLR does not define or describe TCPs on behalf of the tribes. Ray (1936:151) describes the village p'mna", located in the Wanapam Village complex, located on the west side of the Columbia River at Priest Rapids, near the contemporary town of Desert Aire. Ray also highlights three Yakima Villages that are in close proximity to the APE. K'u′sts "two rivers meet" which was an extensive settlement near Pasco, WA. The area was an important trading center and fishing spot which accommodated multiple tribes year-round. The village of tana′xalu "throw rocks at fish" was a large permanent fishing village along the Columbia River across from the present location of Richland, WA. A third village, with no recorded name, was located on either side of the Yakima River near the town of Kiona, WA. The village consisted of twelve to sixteen lodges.

No TCPs are recorded within a one-mile radius of the APE. The Yakama Nation and CTUIR have many areas which are places of religious and cultural significance. TCPs, place names, and other information is often considered to be sensitive and sacred and not available to the public.

Maps and Imagery

The General Land Office (GLO) cadastral survey map of Township 10 North, Range 28 East of the Willamette Meridian, Washington Territory was approved on March 31st, 1865 and surveyed by Francis Henry (USDI BLM 2025). There are no roads, developments, or structures depicted in close proximity to the APE in the cadastral survey map of Township 10 North, Range 28 East, Section 14. The only notable feature is the Columbia River which at this time does not appear to have exposed islands which are visible in contemporary maps as the McNary National Wildlife Refuge.

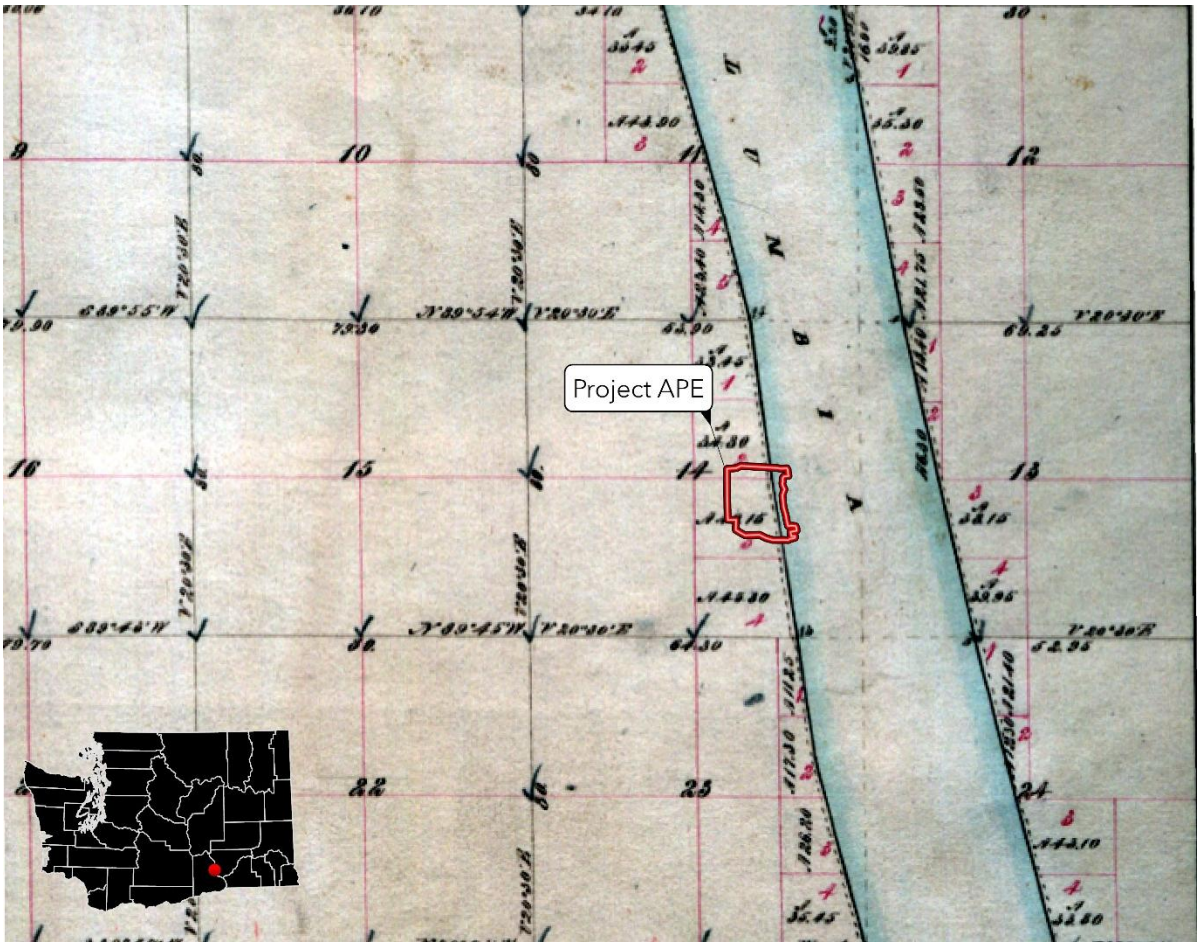


Figure 3. 1865 Cadastral Survey of T10N R28E Section 14 (USDI BLM 2025).

The 1917 Pasco, Washington 1:125,000 topographic map depicts the APE north of the Richland city center (USGS 2025). At that time, a network of roads and two-track paths traversed the project area, with several buildings interspersed along these routes. A canal is shown west of the APE, and the Fruitvale School is labeled to the northwest. The Columbia River is depicted in its contemporary alignment. By 1951, the Richland, Washington 1:62,500 topographic map indicates that Camp Hanford had been constructed or was in the process of construction. The Fruitvale School no longer appears, though the canal shown on the 1917 map remains present and is labeled "Ditch." The area north of the APE appears relatively undeveloped aside from a

two-track road extending north along the Columbia River. The Walla Walla, Washington 1:250,000 topographic map provides less detail, showing the project area only as a yellow polygon labeled “North Richland.” By 1978, the Richland, Washington 1:24,000 topographic map documents the development of the barge complex within the APE. Camp Hanford is no longer depicted, having been replaced by a network of roads. The only development shown consists of larger structures likely unrelated to Camp Hanford. A well is labeled near the center of the project area.

Aerial imagery from 1948 shows the western portion of the APE developed with a grid of paved roads and small structures interspersed along their margins, while the eastern portion remained largely undeveloped (NETR 2025). Some surface disturbances are visible in the east, possibly from vehicle activity, though the resolution of the imagery makes confirmation difficult. By 1957, vehicular disturbances in the eastern portion of the APE are more evident. In the west, the number of buildings had decreased, though those that remained appear larger and more developed, with vegetation visible among them.

Little change is observed until the 1973 aerials, which show the barge complex fully developed. A small structure also appears near the center of the APE in proximity to the recorded boundaries of site 45BN01995. At this time, a more defined road network is clearly visible passing through the APE. Subsequent aerials up to 1996 reveal additional development, including several smaller structures in the southwest portion of the APE and the construction of the Laboratory Services Building. Only remnants of Camp Hanford remain visible by this point, most having been removed or obscured by modern development.

Aerial imagery from the late twentieth century to the present documents continued modification of the APE, primarily in the form of road construction, lot clearing, and other development concentrated in the southwestern portion of the project area.

The 1976 Benton County Metsker Map shows the APE as owned by the Port of Benton (Metsker 1976).

Previous Cultural Resource Studies within a One-Mile Radius

The file search revealed that 65 cultural resource studies are recorded and have been completed within one mile of the proposed project area (Table 1). These reports primarily occur within the last two decades and represent survey or monitoring projects along the northern bank of the Columbia River. In general, the reports upland and away from the river are negative while the studies along the northern bank intersect previously recorded sites or locate new sites. Historic resources are common further inland consisting of railroad, homesteading, and agricultural themes.

Table 1. Archaeological Surveys within a One-Mile Radius of the APE

NADB	Title	Author	Report Date	Type
1334400	A Cultural Resources Survey of the Washington State University Tri-Cities Branch Campus Properties	David A. Harder	2/1/1995	Survey Report
1340747	Evaluations of 23 Cultural Properties Along the McNary Reservoir, Umatilla County, Oregon, and Benton, Franklin and Walla Walla Counties, Washington	Michelle M. Hanum	8/24/2001	Survey Report
1342313	Richland, Tri-Cities WSU, Bike Path Extension	Ray L. Tracy	11/21/1995	Survey Report
1343090	Letter to James Wade Regarding River Walk Project in Richland	Catherine E. Dickson	3/8/2004	Survey Report
1344398	Letter to Roger Christensen Regarding Cultural Resources Review of PNNL Capability Replacement Laboratories Construction Site	Ellen Prendergast Kennedy	12/1/2004	Survey Report
1344443	Archaeological Testing and Evaluation of Site 45BN1315	Meredith Wilson	1/25/2005	Data Recovery Report
1346158	June 30, 2005 Addendum To: Port of Benton Barge Slip Improvements Cultural Exploration Results and Recommendations	Ray Tracy	1/18/2005	Survey Report
1347447	Letter to Doug Shoop Regarding Cultural Resources Review of Navy Reactor Transport Route Improvements (HCRC#2006-600-006B), 600 Area Hanford Site, IR# PNNL-SA-50111	Ellen P. Kennedy	5/17/2006	Survey Report
1347501	McNary Reservoir Cultural Resource Inventory Survey Report	Catherine D. Dickson	8/20/1999	Survey Report
1348433	Letter RE: Cultural Resources Monitoring of Ground Disturbing Activities Associated with Construction of new Bioproducts, Science, and Engineering Laboratory on Washington State University's Tri-Cities Campus in Richland	Leslie O'Rourke	11/2/2006	Monitoring Report
1349192	Monitoring Report for the Port of Benton Barge Slip Improvements	Ray L. Tracey	3/29/2007	Monitoring Report

NADB	Title	Author	Report Date	Type
1351823	Triton Sail Park Cultural Resources Assessment	Larry Mishkar	8/1/2008	Survey Report
1352660	Cultural Resources Survey for the First Street Reconstruction: Stevens Drive to George Washington Way, Richland	James Schumacher	3/12/2009	Survey Report
1352935	Letter to Kathleen Kramerrer RE: Results of Cultural Resources Monitoring of the Creation of a Service Yard at the WSU Tri-Cities Campus	Amy K. Senn	5/15/2009	Monitoring Report
1352976	Letter to Donna Komen RE: Results of Cultural Resource Monitoring of Emergency Telephone Installation at the WSU Tri-Cities Campus	Amy K. Senn	5/26/2009	Survey Report
1354497	Larson Road Right of Way Expansion Project at the Port of Benton Manufacturing Mall, Benton County, Washington	Larry Mishkar	5/1/2010	Survey Report
1354858	Port of Benton Manufacturing Mall Solar Panel Project Cultural Resources Assessment, North Richland	Bryan Hoyt	11/29/2010	Survey Report
1680747	Cultural Resources Review of Upgrades to the Physical Sciences Facility Trailer Graveled Parking Area on the PNNL Site	Susan Hughes	5/24/2011	Survey Report
1681244	Archaeological Monitoring of Excavations for the Physical Sciences Facility Parking Lot Upgrade on the PNNL Site	ES White	9/21/2011	Monitoring Report
1682077	Removal of Three Miscellaneous Restoration Debris Items (300FF2-031, 300FF2-095, and 300FF2-123) in the 300 Area of the Hanford Site	David Sheldon	5/7/2012	Survey Report
1682137	Cultural Resource Review for the Installation of an External Vestibule at the North End of Corridor 1011 of the Environmental Molecular Sciences Laboratory, Pacific Northwest National Laboratory, Richland	Keith Mendez	4/1/2012	Survey Report
1682148	Results of a Cultural Resources Inventory of the 347323 USC Stevens Road Cell Collocation Site, Richland	Aimee Finley	5/29/2012	Survey Report

NADB	Title	Author	Report Date	Type
1682241	Letter to Lawrence Harris RE: Monitoring of the WSU Tri-Cities Outdoor State and Associated Utilities	Carey Miller	6/22/2012	Monitoring Report
1682397	Cultural Resource Review for the Installation of a Helium Recovery System on the Northwest Corner of the Environmental Molecular Sciences Laboratory within the PNNL Site (HCRC#2012-PNSO-012)	Heather Hay	7/30/2012	Survey Report
1682671	Blanket Cultural Resource Review for Routine Maintenance and Minor Facility Upgrades to the Physical Sciences Laboratory (PSF) and the Environmental Molecular Sciences Laboratory Facilities, Pacific Northwest National Laboratory, Richland	Keith Mendez	9/12/2012	Survey Report
1682778	Cultural Resource Review for the City of Richland 300 Area Electrical Service Project, Hanford Site, Richland (HCRC#2012-300-009)	Keith Mendez	10/10/2012	Survey Report
1682940	Cultural Resources Assessment of the Port of Benton Technology and Business Campus George Washington Way Sidewalk Project	Darby Stapp	11/27/2012	Survey Report
1682951	A CRP 601/Road Safety Program Phase 2 Archaeological Survey and Inventory of Franklin County, Washington Road Improvement Projects	William Schroeder	11/28/2012	Survey Report
1683113	Cultural Resource Review for the Installation of Five Water Flow Meters, Pacific Northwest National Laboratory Site	Heather Hay	1/8/2013	Survey Report
1683470	Blanket Cultural Resources Review of Routine Maintenance and Minor Facility Upgrades to the Pacific Northwest National Laboratory South Campus	Heather Hay	3/27/2013	Survey Report
1683477	Cultural Resource Review for Renovations to the Computer Sciences Facility (CSF) Room 1811, and Excavations on the Exterior of CSF (HCRC#2013-PNSO-004)	Keith Mendez	3/27/2013	Survey Report

NADB	Title	Author	Report Date	Type
1683500	Cultural Resources Compliance Report: Archaeological Survey for the Proposed Geotechnical Testing at the Port of Benton Facility	Scott Hall	4/4/2013	Survey Report
1683520	Cultural Resources Review for the Installation of One Water Flow Meter and Additional Piping in Existing Vaults, Pacific Northwest National Laboratory Site	Heather Hay	4/9/2013	Survey Report
1683579	Cultural Resources Assessment of the Proposed Washington State University Wine Sciences Center Construction Project	Darby Stapp	4/26/2013	Survey Report
1683621	Cultural Resource Review for Installation of Two New Signs and Removal of One Existing Post on George Washington Way Extension Leading to the 300 Area (HCRC#2013-PNSO-009)	Keith Mendez	5/7/2013	Survey Report
1683641	Cultural Resources Review for the South Federal Campus Development, Pacific Northwest National Laboratory, Richland (HCRC#2013-PNSO-012)	Heather Hay	5/8/2013	Survey Report
1683969	Cultural Resource Review for Repaving of Innovation Boulevard at Pacific Northwest National Laboratory, (HCRC#2013-PNSO-019)	Stacie Sexton	8/15/2013	Survey Report
1683972	Cultural Resource Review for Installation of a Secondary Fire Suppression Water Line Across Horn Rapids Road on the Pacific Northwest National Laboratory Site (HCRC#2013-PNSO-018)	Heather Hay	8/15/2013	Survey Report
1684117	Cultural Resources Survey Report for the U.S. DOE Proposed Esquatzel Route for the Cascade Natural Gas Pipeline Project	Daniel Gilmour	9/27/2013	Survey Report
1684184	Cultural Resources Survey Report for Nine Boat Docks Within the McNary Reservoir	James Sharpe	10/11/2013	Survey Report
1685457	Cultural Resources Review for the Installation of a New Fiber Optic Line to the Laboratory Support Building at the PNNL (HCRC#2014-PNSO-007)	Doug McFarland	8/7/2014	Survey Report
1687094	Cultural Resources Compliance Report: Determination of Effect for the Proposed Port of Benton Geotechnical Testing 2015/2016	Scott Hall	8/14/2015	Survey Report

NADB	Title	Author	Report Date	Type
1687172	Cultural Resources Review of the Remediation of Radiological Contamination at the Research Technology Laboratory (RTL) Complex at the Pacific Northwest National Laboratory (PNNL) HCRC#2015-PNSO-003	David Harvey	8/27/2015	Survey Report
1687334	Cultural Resources Assessment for the Richardson Road & 6th Street Stormwater Project, Richland	Margaret Berger	9/16/2015	Survey Report
1687759	Amended Cultural Resource Review for Radiological Clearance in Support of the Land Conveyance in the 600 Area of the Hanford Site, Benton County, Washington (HCRC #2013-600-037)	Aaron Fergusson	1/1/2015	Survey Report
1688047	Traditional Cultural Property and Archaeological Monitoring at McNary and Little Goose Projects 2013, 2014, 2015	Jon Shellenberger	4/1/2015	Monitoring Report
1688219	Archaeological Survey of the Hanford Site Land Conveyance	Ashley Morton	1/27/2016	Survey Report
1689482	Boundary Monument Location and Placement, and Signs, Fences, and Gates for Tract 37 of the TRIDEC Area (HCRC#2016-600-015)	Stacie Sexton	6/15/2017	Survey Report
1689954	Cultural Resources Review for MOA Mitigation Activities Associated with the Deed Transfer of 1,641 Acres of Federal Land Involving Revegetation in PNSO Preservation Area near the 300 Area of the Hanford Site (HCRC#2017-300-005)	Stacie Sexton	2/13/2018	Survey Report
1690689	Archaeological Monitoring of the WSU Tri-Cities Student Housing Project, Benton County, Washington	Andrew Frierson	3/26/2018	Monitoring Report
1690772	Cultural Resources Review for the Installation of an Access Road from the Biological Sciences Facility (BSF) to the 3820 Systems Engineering Building (SEB) on the Pacific Northwest National Laboratory (PNNL) Richland Campus, Benton County, Washington	JL Mendez	7/13/2018	Survey Report

NADB	Title	Author	Report Date	Type
1690778	Cultural Resources Review for Battelle Inhalation Laboratory (BIL) Fiber Optic Installation, Benton County, Washington (2018-PNSO-018)	R. Ballantyne DeMaris	7/16/2018	Survey Report
1692380	Cultural Resource Survey for the Washington State University Tri Cities Academic Building, Benton County, Washington	Adam Sackman	3/22/2019	Survey Report
1693145	Pedestrian Survey Results for the Preservation Designation Area (PDA) on the PNNL Site, Pacific Northwest National Laboratory, Benton County, Washington	Lindsey Renaud	10/1/2019	Survey Report
1693798	Annual Section 110 Site Condition Monitoring Report for Fiscal Year 2020 (FY20), Pacific Northwest National Laboratory, Benton County, Washington	Lindsey Renaud	12/10/2019	Monitoring Report
1694601	Cultural Resource Survey Report for the Development of a Storage Facility on Benton County Tax Lot #123083013612002 in Richland, Washington (DAHP Project Number: 2020-09-05956)	Stacie Sexton	11/1/2020	Survey Report
1695736	Archaeological Monitoring for the WSU Tri-Cities Academic Building and Amphitheater Project, Benton County, Washington	Justin Fitzpatrick	8/18/2021	Survey Report
1695890	Cultural Resource Survey for the Washington State University Tri Cities Academic Building, Benton County, Washington	Adam Sackman	3/22/2019	Survey Report
1695891	Archaeological Monitoring for the WSU Tri-Cities Academic Building Project, Benton County, Washinton	Justin Fitzpatrick	7/30/2020	Monitoring Report
1697291	Section 110 Site Monitoring Report for FY 23, Benton County, WA	Lindsey Y. Renaud	12/28/2022	Monitoring Report
1697290	Section 110 Site Monitoring Report for FY 22, Benton County, WA	Lindsey Y. Renaud	7/25/2022	Monitoring Report
1697930	Section 106 Determination of Effect: City of Richland WSU Pedestrian Path Rehabilitation	Stephen J. Roberts	2/2/2024	Survey Report
1698226	Cultural Resources Determination of Effect: The Proposed White Boat Dock Installation Permit, Benton County, Washington	Royce Johnson	4/4/2024	Survey Report

NADB	Title	Author	Report Date	Type
1699618	Cultural Resources Review for Battelle Auditorium Potable Water Piping Replacement, Benton County, Washington (2025-033)	Keith M Mendez	4/2/2025	Survey Report

Previously Recorded Archaeological Sites within a One-Mile Radius

There are 67 archaeological resources located within a one-mile radius of the project area (Table 2). These are primarily precontact resources associated with the occupation of the Columbia River corridor. Site types range from individual artifacts, burials, house pits, to portions of large (now inundated) village sites. Historic resources primarily postdate 1900 and are associated with railroad construction, homesteading, and agriculture.

Table 2. Archaeological Sites within a One-Mile-Radius of the APE

Smithsonian Number	NRHP Status	Comments	Resource Type
BN00027	Survey/Inventory	Campsite, 750 x 10 meters, fractured cobbles, hammerstones, and cobbles with angular breaks	Pre-Contact
BN00028	Survey/Inventory	Campsite, 50 yards diameter, 2 spall knives and one core chopper, mussel shell, stone. Merged bn00104	Pre-Contact
BN00030	Survey/Inventory	One possible stone cairn burial (see also wooded island quad)	Pre-Contact
BN00043	Survey/Inventory	Campsite, 1700 x 165 meters, hammerstones, cobble tools	Pre-Contact
BN00101	Survey/Inventory	Open campsite, 100' l x 50' w, cobble tools. Sites 45bn43, 45bn101, 45bn102 originally recorded as separate but not enough of a break to justify separate recordings, so recorded all as a single site under 45bn43.	Pre-Contact
BN00102	Survey/Inventory	Hearth area exposed in riverbank.	Pre-Contact
BN00103	Survey/Inventory	Open campsite/lithic scatter, 150' l x 75' w, cobble tools, notched pebble sinkers, hammerstones, FCR, cobble cores, 1 flake, petrified wood core	Pre-Contact
BN00500	Survey/Inventory	One flake	Pre-Contact
BN00511	Survey/Inventory	CCS flake.	Pre-Contact
BN00582	Survey/Inventory	Hammerstones, cores and FCR.	Pre-Contact
BN00644	Survey/Inventory	Site name-undetermined, site dimensions-10 x 10 meters, date of use-undetermined, FCR.	Pre-Contact
BN00645	Survey/Inventory	Site name-undetermined, site dimensions-undetermined, date of use-undetermined, isolate core.	Pre-Contact
BN00646	Survey/Inventory	Project v-784, 300 area san. Sewer upgrades, site dimensions-undetermined, date of use-undetermined, horse bones.	Historic
BN01094	Survey/Inventory	Historic farmstead	Historic

Smithsonian Number	NRHP Status	Comments	Resource Type
BN01107	Potentially Eligible, Survey/Inventory	Historic railroad grade/ portion of the Hanford site railroad system, 5 x 400m, 1940's	Historic
BN01108	Potentially Eligible	Historic farmstead, 1940's, 250 x 200m	Historic
BN01109	Potentially Eligible	Historic farmstead consisting of agricultural fields, irrigation system & debris scatter, 1940's, 600 x 775m	Historic
BN01110	Potentially Eligible	Historic refuse scatter, 1935-1945, 90 x 20m	Historic
BN01116	Survey/Inventory	Historic refuse scatter, 65 x 50m, early 1900's	Historic
BN01119	Survey/Inventory	Historic refuse scatter, 13 x 3m, early 1900's	Historic
BN01125	Determined Not Eligible	Richland irrigation canal, historic canal, refuse scatter, ca 1902-1909, segments 15 x 1400m, 165 x 40m, 60 x 180m	Historic
BN01128	Potentially Eligible	Historic refuse scatter, 1920's- 1930's, 55 x 4m	Historic
BN01129	Potentially Eligible	Historic refuse scatter, 25 x 16m, early 1900's	Historic
BN01130	Potentially Eligible	Historic refuse scatter, 15 x 10m, early 1900's	Historic
BN01136	Potentially Eligible	Historic farmstead, 1940's, 250 x 150m	Historic
BN01137	Potentially Eligible	Historic refuse scatter, 1920-1945, 2 x 1.5m	Historic
BN01315	Survey/Inventory	Pre contact lithic scatter, faunal and shell material, 400 x 60mx 120cm	Pre-Contact
BN01363	Determined Not Eligible	Historic refuse dump, 10 x 15m, early 20th century	Historic
BN01403	Potentially Eligible	Hanford-horn Road, horn rapids road/country road 10, 1920's-30's, historic road, historic cans, 6 miles x 10 meters	Historic
BN01411	Survey/Inventory	Historic refuse pile/ domestic and structural debris, 10 x 10m	Historic
BN01412	Survey/Inventory	Historic domestic refuse scatter, 15 x 15m	Historic
BN01413	Survey/Inventory	Historic refuse scatter, 10 x 10m	Historic
BN01414	Potentially Eligible	Historic refuse scatter, 1939 ca, 10 x 10m	Historic
BN01415	Survey/Inventory	Historic refuse scatter, 10 x 10m	Historic
BN01421	Survey/Inventory	Historic refuse scatter, 20 x 30m	Historic
BN01426	Survey/Inventory	300 area cemetery, pre contact burials- one adult, three children, 850 x 510m	Pre-Contact
BN01492	Potentially Eligible	North Richland construction camp - southern features, historic townsite, bathhouse foundation, manhole, asphalt sidewalks, 61 x 30m, ca. 1947.	Historic
BN01493	Potentially Eligible	North Richland construction camp - northern features, historic townsite, bathhouse foundation, manhole, asphalt sidewalks, 45.7 x 27.4 m, ca. 1947.	Historic
DT00039	State Register	Hanford south archaeological district	Historic
FR00308	Survey/Inventory	FCR, shell, one cobble chopper, rock alignment. Probable housepits. Site may be one recorded in 1947 and numbered bn42.	Pre-Contact
BN01537	Survey/Inventory	Historic refuse scatter, glass, asphalt, cans, concrete, 65 x 25m, ca. 1929 - 1959	Historic
BN01618	Potentially Eligible,	Historic debris scatter/concentration, 30 x 30m, ca. Early - mid 1900s	Historic

Smithsonian Number	NRHP Status	Comments	Resource Type
BN01619	Potentially Eligible,	Historic railroad properties, 400 x 4m, grade, ca. Mid 1900	Historic
BN01631	Determined Not Eligible	Camp Hanford, historic military property (in ruin), concrete foundation, 2640 ft x 1730 ft, ca. 1951-1961	Historic
BN01681	Potentially Eligible	Historic refuse, culverts, concrete box, irrigation ditch, 1000 x 150m, ca. 1948	Historic
BN01682	Potentially Eligible	Historic refuse scatter, milled lumber, wood stave wire wrapped pipe, metal, concrete wall, diversion box, wire, 50 x 10m, ca. 1946	Historic
BN01771	Determined Not Eligible	Historic debris scatter, hole-in-top can, sanitary can, shallow tub, 1312 x 590.5ft, ca. 1910s- ca.1943(+)	Historic
BN01944	Determined Eligible	Pre-Contact Lithic Material, core, flake fragments, 5.7 x 1.8 m	Pre-Contact
BN01955	Survey/Inventory	Several large features consisting of exposed shell, undiagnostic bone fragments, cobble tools and flaked cobbles, located in what appears to be a borrow pit. 62m x 88m	Pre-Contact
BN01957	Determined Eligible	Pre-Contact Lithic Material, 1 x 1, basalt flake, tan banded chert, red chert, core fragment, cobble tool, shell button, date unknown	Pre-Contact
BN01978	Survey/Inventory	Unknown historic structure, concrete pad, Depression, cistern, 46 x 22m. pre-1964	Historic
BN01979	Potentially Eligible	Historic feature, drainage ditch, 400 x 10m, ca. Pre 1964	Historic
BN01999	Determined Eligible	Historic refuse scatter, 13 x 3m, early 1900's	Historic
BN02000	Potentially Eligible	Historic Structure	Historic
BN02096	Survey/Inventory	Pre Contact Isolate	Pre-Contact
BN02097	Survey/Inventory	Pre Contact Isolate	Pre-Contact
BN02098	Determined Not Eligible	Historic Objects	Historic
BN02099	Survey/Inventory	Pre Contact Feature	Pre-Contact
BN01656	Determined Not Eligible	Historic Camp	Historic
BN02134	Determined Not Eligible	Historic Isolate	Historic
BN02329	Determined Not Eligible	Historic Debris Scatter	Historic
BN02330	Potentially Eligible	Historic Agriculture	Historic
BN02221	Determined Not Eligible	Historic Debris Scatter	Historic
BN02373	Determined Not Eligible	Historic Debris Scatter	Historic
BN02499	Potentially Eligible	Historic Encampment Camp Hanford	Historic
BN02500	Determined Not Eligible	Historic Pathway	Historic
BNo2501	Potentially Eligible	Historic Drainage Features	Historic

Historic Register within a One-Mile Radius

One property on the National Register of Historic Places (NRHP) is located within a one-mile radius of the APE: the Hanford South Archaeological District (DT00039).

Cemeteries within a One-Mile Radius

There are two cemeteries within a one-mile radius of the project area.

BN00030 is a cairn burial site recorded in 1947.
BN01426 consists of the 300 Area Cemetery, recorded in 2005, which consists of pre-contact burials.

Historic Property Inventories within a One-Mile Radius

There are 139 historic property inventories (HPI) that have been recorded within one mile of the APE (Table 3). Properties include industrial properties, residential properties, and commercial properties. Industrial properties comprise the majority of property types within a one-mile radius of the APE. A selection of eligible properties in close proximity to the APE are provided below. Project activities will not impact any historic properties.

Table 3. Sample Historic Property Inventories within a One-Mile Radius of the APE.

Property ID	Resource Name	NHRP Status	Comments
732163	University of Washington Graduate Center	Determined Eligible	2700 Crimson Way, Richland, Washington, 99354
713220	Chemical Storage and Transfer Facility	Determined Eligible	900 Battelle Blvd, Richland, WA, 99354
13546	Hanford Site Plant Railroad	Determined Eligible	600 Area, Hanford Site, Richland, WA 99352
669605	Research Operations Building	Determined Eligible	902 Battelle Blvd, Richland, WA 99354
669912	Physical Sciences Laboratory	Determined Eligible	908 Battelle Blvd, Richland, WA 99354
713220	Chemical Storage and Transfer Facility	Determined Eligible	900 Battelle Blvd, Richland, WA, 99354
732163	University of Washington Graduate Center	Determined Eligible	2700 Crimson Way, Richland, Washington, 99354

INVENTORY METHODOLOGY AND RESEARCH DESIGN

Our research design for this project is minimal by necessity. Our study is generally to further the goal of cultural resources management in a disturbed (existing infrastructure and roadways) scrub steppe context where there has been extensive work compared to other areas of the state. The immediate goal is to evaluate the potential of this project area for the presence or absence of cultural resources through surface and subsurface investigation. Our survey hypothesis is that the cultural survey will detect evidence of pre-contact and historical use of the APE.

To evaluate the potential of this project area for traces of the past, RLR has prepared a reconnaissance field survey in conjunction with archival research. This study can potentially aid in the reconstruction of past landscapes by identifying and recording elements of the archaeological record. We utilize State of Washington endorsed field methodology from the revised 2020 regulations, including inventory, monitoring, and data recovery, and consult with the Department of Archaeology and Historic Preservation (DAHP) on a regular basis during the conduct of most of our projects. We have had many projects involving detailed and thorough subsurface excavations.

Expected Results

Considering nearby recorded pre-contact sites, evidence of pre-contact land utilization is highly likely but difficult to identify given the extensive development and extended use of the project area. Historic sites are also likely, given proximity to the previous location of Camp Hanford as well as the Columbia River. Depth to restrictive features (typically saturated soil in this APE) is typically over 80 centimeters below surface (cmbs). The State of Washington Predictive Model gives this area very high-risk potential for archaeological resources within the entirety of the APE.

Inventory Methodology

RLR planned a visual survey within the project APE, spacing transects 20 meters apart. Areas of disturbance, including mounds, cuts, trenches, built environments, etc. are inspected for surficial expressions of cultural materials and may retain intact, native soil profiles.

Shovel test probes (STP) were planned every 20 meters within specific areas of development within the APE. An 811 locate revealed no subsurface utility lines within the project area. Active industrial and commercial areas also occupy a large portion around the APE, precluding subsurface testing in some areas.

SURVEY RESULTS

Archaeological investigation of the Port of Benton Barge Complex Project property consisted of pedestrian survey and subsurface testing of the proposed impact area in Richland, WA (Figure 4). The archaeological investigation was conducted by Ben Hodges, M.A.S., Christopher Landreau, M.S., Laura Collins, B.A., and Josiah Mathews, B.A. on August 18th, 2025. The weather during fieldwork was clear and sunny. Temperatures ranged between 88-97°F.

Figure 4. Project Overview; View West.

Pedestrian Survey

Pedestrian survey included a 100 percent survey of the proposed project area (Figure 5). The project area can be characterized as a sage steppe environment which has been heavily disturbed in nearly all locations. Disturbances can be associated with the development of Camp Hanford and vehicular disturbance, wheeled and tracked, both historic and modern. Surface visibility was variable across the project area from 0-100%. Modern refuse was observed in various locations throughout the APE.

Three previously recorded cultural resources were identified and updated during the pedestrian survey. 45BN01492 is a concrete foundation located in the southwest corner of the APE. 45BN01493 is a concrete foundation located in the southwest corner of the APE approximately 100 feet north of 45BN01492. 45BN01955 is a precontact camp with multiple components including shell concentrations, lithic scatters, and ground stone.

A single white CCS isolate flake fragment (ISO-1) was located along the margin of C Avenue and undeveloped shrub steppe in the northwestern portion of the APE.

Figure 5. Project Transect Map.

Subsurface Testing

A total of 30 STPs were initially plotted to determine if cultural material was present within the project area (Figure 6, Table 4). The planned STPs were mapped within areas of proposed effect within the APE boundaries to test the subsurface component thoroughly. Before beginning the survey, the location of each STP was reviewed using aerial imagery.

A total of 19 STPs underwent excavation. A total of 11 STPs were left unexcavated due to the identification of massive modern infrastructure along the route, including electrical and fiberoptic.

Excavated STPs measured 40 to 50 centimeters in diameter and reached a maximum depth of 93 cmbs (Figure 6). Minimum depth varied across the project area due to the changing gravel and cobble layers. Some STPs were terminated as shallow as 20 cmbs due to cobble layers. The average depth of STPs was 45 cmbs. Cobble and gravel content in each STP varied between 5 to 75 percent, and sphericity varied between sub-rounded and rounded (Table 4).

Figure 6. Project STP Map.

Table 4. Project STP Summaries

STP #	Depth (cmbs)	Cultural	Stratigraphy	Notes
1	N/A	N/A	- 0-0 cmbs –	- Buried Power lines- multiple along Horn Rapids Rd..
2	N/A	N/A	- 0-0 cmbs –	Buried Power lines- multiple along Horn Rapids Rd..
3	N/A	N/A	- 0-0 cmbs –	Buried Power lines- multiple along Horn Rapids Rd..
4	N/A	N/A	- 0-0 cmbs –	- Buried Power lines- multiple along Horn Rapids Rd...
5	N/A	N/A	- 0-0 cmbs –	- Buried Power lines- multiple along Horn Rapids Rd...
6	N/A	N/A	- 0-0 cmbs –	- Buried Power lines- multiple along Horn Rapids Rd...
7	N/A	N/A	- 0-0 cmbs –	- Buried Power lines- multiple along Horn Rapids Rd..
8	N/A	N/A	- 0-0 cmbs –	- Buried Power lines- multiple along Horn Rapids Rd...
9	N/A	N/A	- 0-0 cmbs –	- Buried Power lines- multiple along Horn Rapids Rd..
10	N/A	N/A	- 0-0 cmbs –	- Buried Power lines- multiple along Horn Rapids Rd..
11	N/A	N/A	- 0-0 cmbs –	- Buried Power lines- multiple along Horn Rapids Rd...
12	83	Negative	- 0-10 cmbs – Brown sandy loam, moderately compact, dry, < 10% rootlets, < 10% sub-rounded gravels and cobbles. - 10-83 cmbs – Brown sand, moderately compact, moist, < 15% sub-rounded cobbles and gravels.	- Obstructing cobble layer.

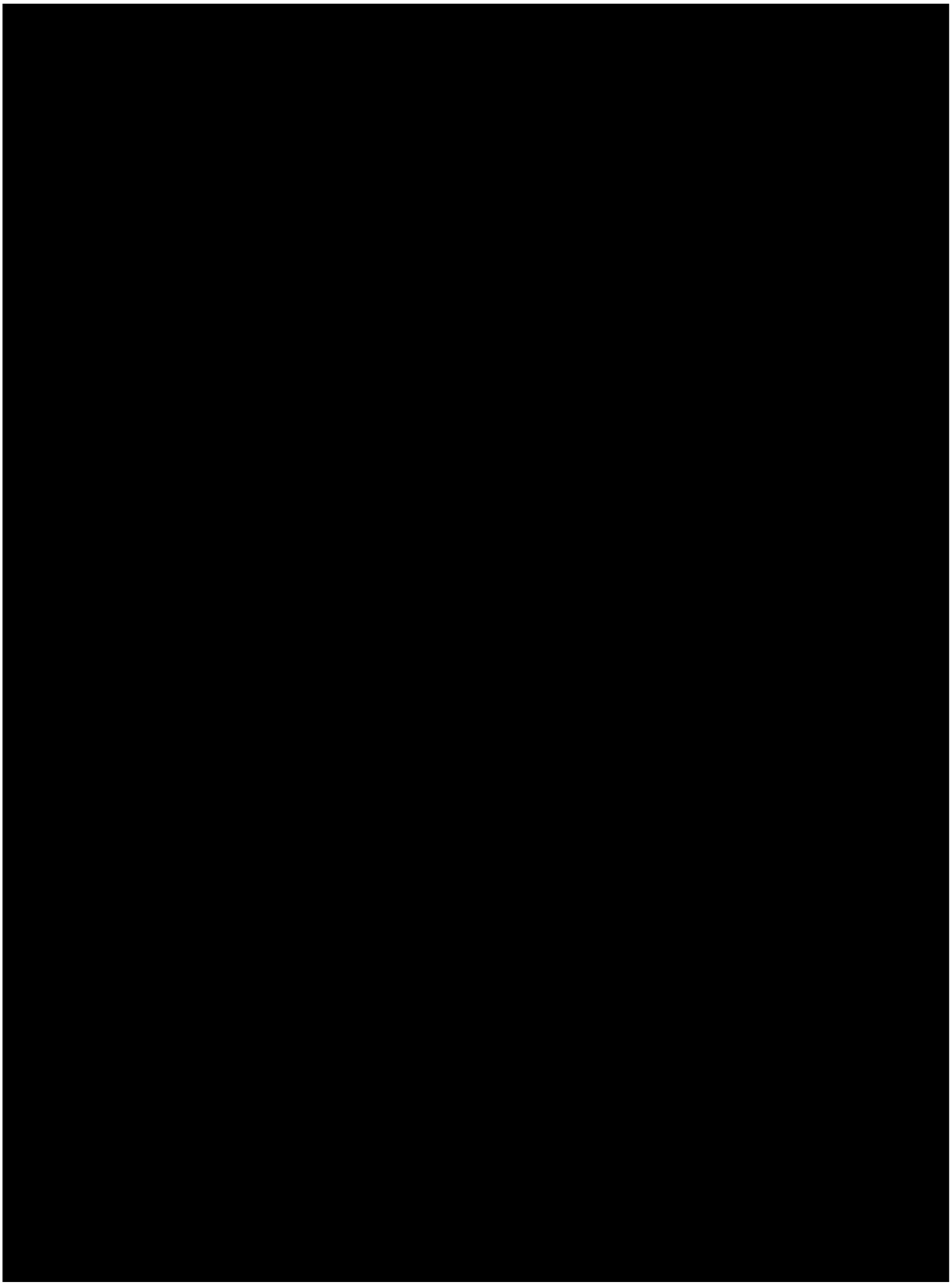
STP #	Depth (cmbs)	Cultural	Stratigraphy	Notes
13	93	Negative	- 0-10 cmbs – Brown sandy loam, moderately compact, dry, < 10% rootlets, < 5% sub-rounded gravels and cobbles. - 10-93 cmbs – Brown sand, moderately compact, moist, < 15% sub-rounded cobbles and gravels.	- Obstructing cobble layer.
14	81	Negative	- 0-81 cmbs – Fine gray sand, road gravel present in top 30cm < 25% cobbles, little soil development.	- Reached desired depth.
15	20	Negative	- 0-10 cmbs – Brown sandy loam, moderately compact, dry, < 10% rootlets, < 5% sub-rounded gravels. - 10-18 cmbs – Brown sand, moderately compact, dry, < 5% sub-rounded gravels. - 18-20 cmbs – Black sand, very compact, moist.	- Obstructing hardened layer.
16	43	Negative	- 0-10 cmbs – Brown sandy loam, moderately compact, dry, < 10% rootlets, < 5% rounded cobbles. - 10-40 cmbs – Brown sand, moderately compact, < 5% rounded cobbles and gravels. - 40-43 cmbs – Light brown sand, very compact, moist.	- Obstructing hardened layer.
17	40	Negative	- 0-10 cmbs – Brown sandy loam, moderately compact, dry, < 10% rootlets, < 5% rounded cobbles. - 10-35 cmbs – Brown sand, moderately compact, < 5% rounded cobbles and gravels. - 35-40 cmbs – Light brown sand, very compact, moist.	- Obstructing hardened layer.
18	60	Negative	- 0-10 cmbs – Brown sandy loam, moderately compact, dry, < 10% rootlets, < 20% rounded cobbles. - 10-60 cmbs – Brown sand, moderately compact, moist, < 10% sub-rounded to rounded cobbles and gravels.	- Obstructing cobble layer.
19	80	Negative	- 0-10 cmbs – Brown sandy loam, moderately compact, dry, < 25% sub-rounded cobbles and pebbles, < 5% rootlets. - 10-80 cmbs – Brown sand, moderately compact, moist, < 20% round to sub-rounded gravels and pebbles.	- Obstructing cobble layer.
20	23	Negative	- 0-10 cmbs – Brown sandy loam, moderately compact, dry, < 5% rootlets, < 5% rounded to sub-rounded cobbles and pebbles. - 10-23 cmbs – Brown sand, moderately compact, moist, < 20% rounded to sub-rounded gravels and pebbles.	- Obstructing gravel layer.
21	23	Negative	- 0-10 cmbs – Brown sandy loam, moderately compact, dry, < 5% rootlets, < 5% rounded to sub-rounded cobbles and pebbles. - 10-23 cmbs – Brown sand, moderately compact, moist, < 20% rounded to sub-rounded gravels and pebbles.	- Obstructing gravel layer.

STP #	Depth (cmbs)	Cultural	Stratigraphy	Notes
22	26	Negative	- 0-26 cmbs – Brown sand, moderately compact, dry, < 5% rootlets, < 60% sub-rounded cobbles and pebbles.	- Obstructing cobble layer.
23	20	N/A	- 0-20 cmbs – Brown sand, moderately compact, dry, < 5% rootlets, < 60% sub-rounded cobbles and pebbles.	- Obstructing gravel fill.
24		N/A	- 0-0 cmbs –	- Did not excavate, obstructing fill.
25		N/A	- 0-0 cmbs –	- Did not excavate, obstructing fill and infrastructure.
26	98	Negative	- 0-98 cmbs – Brown sand, no soil development past surface humus.	- Reached desired depth.
27	22	Negative	- 0-22 cmbs – Brown sand, moderately compact, dry, < 60% sub-rounded cobbles.	- Obstructing cobble layer.
28	N/A	N/A	- 0-0 cmbs –	- Obstructing steep slope, cut for road.
1A	26	Positive	- 0-26 cmbs – Brown silty sand, moderately compacted, dry, < 5% rootlets, < 15% sub-rounded gravels, < 5% sub-rounded cobbles.	- Undiagnostic colorless glass fragments (n=2); Obstructing cobble layer.
2A	27	Negative	- 0-27 cmbs – Brown silty sand, moderately compact, dry, < 5% rootlets, < 40% sub-rounded cobbles.	- Obstructing cobble layer.

Results/Findings

Cultural Summary

Three cultural features have been documented within the APE (Figure 8). 45BN01492 and 45BN01493 each feature a deteriorated concrete foundation, likely associated with a former Camp Hanford bathhouse, now fragmented and partially buried beneath soil and vegetation. 45BN01955 is a large area that was either excavated or blown out naturally near the center of the parcel. Lithic material including groundstone was located within this area and giving an alert to archaeologists that the locally natural wind-blown sediments may be covering substantial deposits up to three meters below the surface.



45BN01492 and 45BN01493 Summary

These sites consist of the ruins of two bathhouses constructed for the Hanford Engineer Works Workers Encampment. 139 of these structures were built and spread throughout the semi-temporary camp. The located remains included two poured concrete foundations (Figure 9). The features were recorded in 2008 (Mishkar et al, 2008, Figure 10). Details from the bathhouses can be found in Appendix A.

Figure 10: Meshkar et al 2008 from (Hanford Declassified Documents, Image #3582).

45BN01955 Summary

This site was recorded to correct the location of 45BN0030 in 2016 (Appendix A). It is located in borrow pit area within the project area. The borrow does not show on air photos until 1957. The 1948 photos only show a two-track road from the camp area, due east to the Columbia River.

The site was recorded as containing shell, nondiagnostic bone, groundstone tools, basalt and CCS lithic flakes (Appendix A). Field observations from the RLR survey included concrete chunks and modern material, as well as possible basalt fragments.

PROJECT RECOMMENDATIONS

RLR was contracted by the Port of Benton to conduct a cultural resource assessment for the purposes of potential development of a 25-acre parcel located Port of Benton Barge Complex on a 25-acre parcel located between Horn Rapids Road and Richardson Road in Richland, WA. The project is to determine feasibility of Barge and river boating facilities at this location.

RLR conducted a pedestrian survey and subsurface testing of the proposed APE. Three cultural resources were identified and had been previously documented, along with a newly discovered isolated flake fragment.

45BN01492 and **45BN01493**, two historic-era sites, were listed as potentially eligible to the National Register of Historic Places (NRHP) in 2008 and were recorded in detail to mitigate the removal of a similar site south of this area in 2008. and **ISO-1**, a precontact CCS flake fragment as not eligible for inclusion to the NRHP. RLR recommends **45BN01955**, a precontact lithic and shell scatter with associated ground stone as eligible for inclusion to the NRHP under criterion A and D.

The Port of Benton has indicated that it does not plan to disturb the central area of the parcel where 45BN1955 is located. Prior to any undertaking involving 45BN01492 and 45BN01493, the port must enter into an agreement for DAHP, as those sites were set aside in 2008 as mitigation for the demolition of similar sites south of the project area. Although once quite large, very little infrastructure from the Hanford Engineer Works Workers Encampment remains, and thus it is worth investigating if this area can be set aside or mitigated prior to demolition. The far western portion of the project includes two segments of the Camp Hanford workers' housing, but the material structures were removed in the 1950s and there is no integrity, or material remains to those former sites.

RLR placed 19 shovel tests along proposed electrical corridors for the Barge complex and did not locate any cultural resources in those tests, however, it should be noted that 45BN01955 is located in an area that has been excavated or blown out. The potential that the shovel probes were in aeolian sediment is high, and that cultural remains could be found up to 3 or more meters deeper. Caution should be used in all excavation of the electrical lines, and we recommend cultural monitoring for those activities.

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APPENDIX A: INADVERTENT DISCOVERY PLAN

Inadvertent Discovery Procedure

If an inadvertent discovery of archaeological items is made during construction, the project proponent will contact the Benton County Coroner, and a professional archaeologist, and DAHP. DAHP will be responsible for notifying or directing the notification of any affected tribes. Table 5provides contact information for all relevant parties.

If the inadvertent discovery is Archaeological material:

1. The project proponent and the Washington State Department of Archaeology and Historic Preservation (DAHP) will be contacted and work in that area will stop.

2. The project proponent will contact a professional archaeologist. The following order of events are recommended.

    a. Upon notification of discovery of potential archaeological deposits, the professional archaeologist evaluates the remains.

    b. The DAHP, CTUIR, and the YN will be given the opportunity to view the artifacts within 48 hours after the discovery or at the earliest possible time thereafter. The discovery will be kept confidential. After halting construction, securing the site, and notifying the contractor, the archaeologist will conduct a brief in-field evaluation. The purpose of the evaluation is to determine whether the discovered resources have potential to answer research questions.

    c. Evaluation protocols are described in the following section.

    d. If parties agree that the artifacts are not significant, RLR will ask the construction representatives to resume construction.

    e. If parties agree that the artifacts are significant, the Washington State DAHP will issue a stop work order until further notice for all construction work in the area defined as a significant site.

Guidelines for the Discovery of Human Remains:

1. All persons who know of the existence and location of human remains must, by law, **notify the county coroner and local law enforcement**. This must be done in the most expeditious manner possible. (RCW 27.44; 68.50; 68.60)
2. Any person engaging in ground disturbing activity that encounters skeletal human remains must **cease all activity which may cause further disturbance to the remains, make a reasonable effort to protect the area from further disturbance, report the presence and location of those remains to the coroner and local law enforcement**

(RCW 27.44; 68.50; 68.60). The remains should not be touched, moved, or further disturbed.

3. The county coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. (RCW 27.44; 68.50; 68.60)
4. If the county coroner determines the remains are non-forensic, then the Department of Archaeology and Historic Preservation will take jurisdiction over the remains. (RCW 27.44; 68.50; 68.60)
5. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to the affected parties. (RCW 27.44, 68.50; 68.60)
6. The DAHP will handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains if there is no federal agency involved.

Contact:

Dr. Guy Tasa, State Physical Anthropologist, DAHP
1063 South Capitol Way, Suite 106, PO Box 48343, Olympia, Washington 98501
Email: guy.tasa@dahp.wa.gov Phone: (360) 586-3534 Cell: (360) 790-1633

Table 5. IDP Contact Information

Name	Title	Phone	Email Address	Mailing Address
Guy Tasa	State Physical Anthropologist	360-790-1633	Guy.tasa@dahp.wa.gov	
William Leach	Benton County Coroner	509-736-2720	william.leach@co.benton.wa.us	7122 W. Okanogan Place' Building C Kennewick, WA 9936
Tom Croskrey	Benton County Sherriff	509-735-6555	thomas.croskrey@co.benton.wa.us	7122 W. Okanogan Place, Ste. A120 Kennewick, WA 99336
Jessica Lally	Yakama Nation Cultural Resources Program	509-865-5121	Jessica_Lally@Yakama.com	
Guy Moura	Cultural Resource Program Manager, THPO, Colville Confederated Tribes	509-634-2695 509 631-1705 (cell)	Guy.Moura@colvilletribes.com	
Bambi Rodrigues	Confederated Tribes of the Umatilla Indian Reservation	542-429-7203	Bambi Rodriguez@ctuir.org	46411 Timine Way, Pendleton, Oregon 97801

APPENDIX B: SITE FORMS

PNNL CULTURAL RESOURCES PROGRAM
SITE MONITORING FORM

SITE INFORMATION:	
Site Number: 45BN28/104	River Mile: 343
Temp Site Number:	Bank (N/S/E/W): W
Visit Date: 10.9.2019	Accessed how: on foot from the south end of site
FY Session: FY20	Monitor(s): Lindsey Renaud (PNNL)
Participants: Tom McDermott (PNSO), Maritza Sanchez (PNSO intern), Bobby Van Pelt (CTUIR)	
Property type: ☒ Archaeological ☐ Built Environment ☐ Isolate/Object	
Site Dimensions: 420 meters in length by 70 meters wide	
National Register Status: ☐ Potentially Eligible ☐ Not Eligible ☒ Unevaluated	
Cultural Significance: historic/precontact site located on the upper river terrace at the location of an informal boat launch area. Cultural materials previously observed included FCR, flaking debris, cobble tools, and faunal material. The historic material include metal fragments, concrete and stone features, depressions with soil berms, multiple road beds, ceramic frags, and glass frags. The site extends approximately 1500m along the shoreline of the Columbia River. The pre-contact components include shell lenses in cutbanks and road cuts as well as dense surface scatters of artifacts. Artifacts include; FCR, cobble tools, hammer stones, lithic tools and debitage, and a hopper mortar base. The historic component includes the remains of an agricultural/farming complex. Features include, three cement cisterns, structural remains, and irrigation system components. Historic component includes portion of the cement foundation, flattened rectangularly-shaped features with soil berms, concrete and cobble monolith, depressions, an old road bed, glass (flat and bottle) fragments, porcelain and earthenware frags, metal frags, nails, and lined tree-rows.	

LOCATION:			
UTM zone: 11	Easting: 3256547	Northing: 5135680	Datum:
Township: 10N	Range: 28E	Section: 11	
Name of Property:	Preservation Designated Area (PDA), Dept. of Energy property, access restricted.		
Address:			

TOPOGRAPHY:			
☐ Mountain	☐ Tableland/mesa	☒ Valley	☐ Canyon
☐ Hill	☐ Ridge	☐ Plain	☐ Island
☐ Alluvial Fan	☐ Cliff	☐ Cave	☐ Active Dune
☐ Ephemeral Wash	☐ Mesa/Butte	☐ Bar	☐ Stabilized Dune
☐ Plain	☒ Floodplain	☒ Terrace/Bench	☐ Slope
☐ Ledge	☐ Cutbank	☐ Ridge/knoll	☐ Other

VEGETATION:			
☒ Shrub- Steppe	☒ Riparian	☐ Bare Ground	☐ Former Ag. Field ☐ Other

STATE OF WASHINGTON
ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45

County: Benton

Date: 9/22/2025 **Human Remains?** ☐ **DAHP Case No.:**

Compiled By: Benjamin Hodges RLR Cultural Resources, LLC

Archaeological Sites are exempt from public disclosure per RCW 42.56.300

SITE DESIGNATION

Site Name:

Field/Temporary ID:

Site Type: Pre Contact Isolate

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for determination of eligibility meet the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the site

☐ meets ☑ does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

Criteria

Statement of Significance

This fragmentary isolate, without any additional material located in the area, fails to meet any criteria for National Register significance.

Integrity

This does not apply

SHPO Determination

Eligibility Survey/Inventory **Determined On**

Determined By

SHPO Comments

SITE LOCATION

USGS Quad Map Name(s): RICHLAND

T: 10 **R:** 28 **E/W:** E **Section:** 14

UTM: Zone: 11 **Easting:** 325443 **Northing:** 5135514

[redacted] **Elevation (ft/m):**

Drainage, Major: Columbia River **Drainage, Minor:** **River Mile** 343

Aspect east **Slope** 2%

Location Description (General to Specific):

This isolate is located on the greater Columbia River floodplain, on the third terrace inland 200 meters.

Directions (For Relocation Purposes):

[redacted]

SITE DESCRIPTION

Narrative Description (Overall Site Observations)**:**

This Isolated flake was located on the ground surface. No other material was identified nearby.

Site Dimensions (Overall Site Dimensions)**:**

Length: 1m **Direction:** n/s **Width:** 1m **Direction:** e/w

Method of Horizontal Measurement: GIS

Depth: surface **Method of Vertical Measurement:** visual

Vegetation (On Site)**:**

Local: Noxious weeds and grasses, rabbitbrush (Chrysothasmus nauseoseum), bunchgrass (Festuca idahoensis), are all visible in the area of the isolate.

Regional: This area is historically a shrub-steppe grassland with sagebrush (Artemesia spp.), rabbitbrush (Chrysothasmus nauseoseum), bunchgrass (Festuca idahoensis), and ryegrass (Lolium perenne) (Franklin and Dyrness 1973).

Landforms (On Site)**:**

Local: This site is adjacent to the Columbia River and its floodplain.

Regional: The Columbia river flows along an ancient and extended floodplain, 10 miles east of the Rattlesnake Hills Anticline. It flows south from the project area.

Water Resources (Type)**:** This site sits 200 meters from the Columbia River shoreline. **Distance:** **Permanence:** Permanent

CULTURAL MATERIALS AND FEATURES

Narrative Description (Specific Inventory Details)**:**

One white CCS secondary flake fragment.

Method of Collection:

No collection

Location of Artifacts (Temporary/Permanent)**:**

n/a

SITE AGE

SITE RECORDERS

Observed By	**Address**
Benjamin Hodges	PO Box 2215, Yakima, Wa 98907-2215

Date Recorded: 9/22/2025

Recorded by (Professional Archaeologist)**:** Christopher Landreau

Organization:	RLR Cultural Resources, LLC	**Phone Number:**	808-332-5124
Address:	PO Box 2215, Yakima, Wa 98907-2215	**Email:**	chris@reisslandreau.com

SITE HISTORY

Previous Archaeological Work:

None listed on the precise landform where the flake was located.

LAND OWNERSHIP

Owner	Address	Parcel
Port of Benton	3100 PORT OF BENTON BLVD , RICHLAND, WA, 99352	114084000002010

RESEARCH REFERENCES

Items/Documents Used in Research:

Landreau, Christopher and Ben Hodges 2025 A CULTURAL RESOURCES REVIEW FOR THE PORT OF BENTON BARGE COMPLEX PROJECT, RICHLAND, BENTON COUNTY, WASHINGTON

USGS MAP

A3 Portrait

September 22, 2025

1:7,924

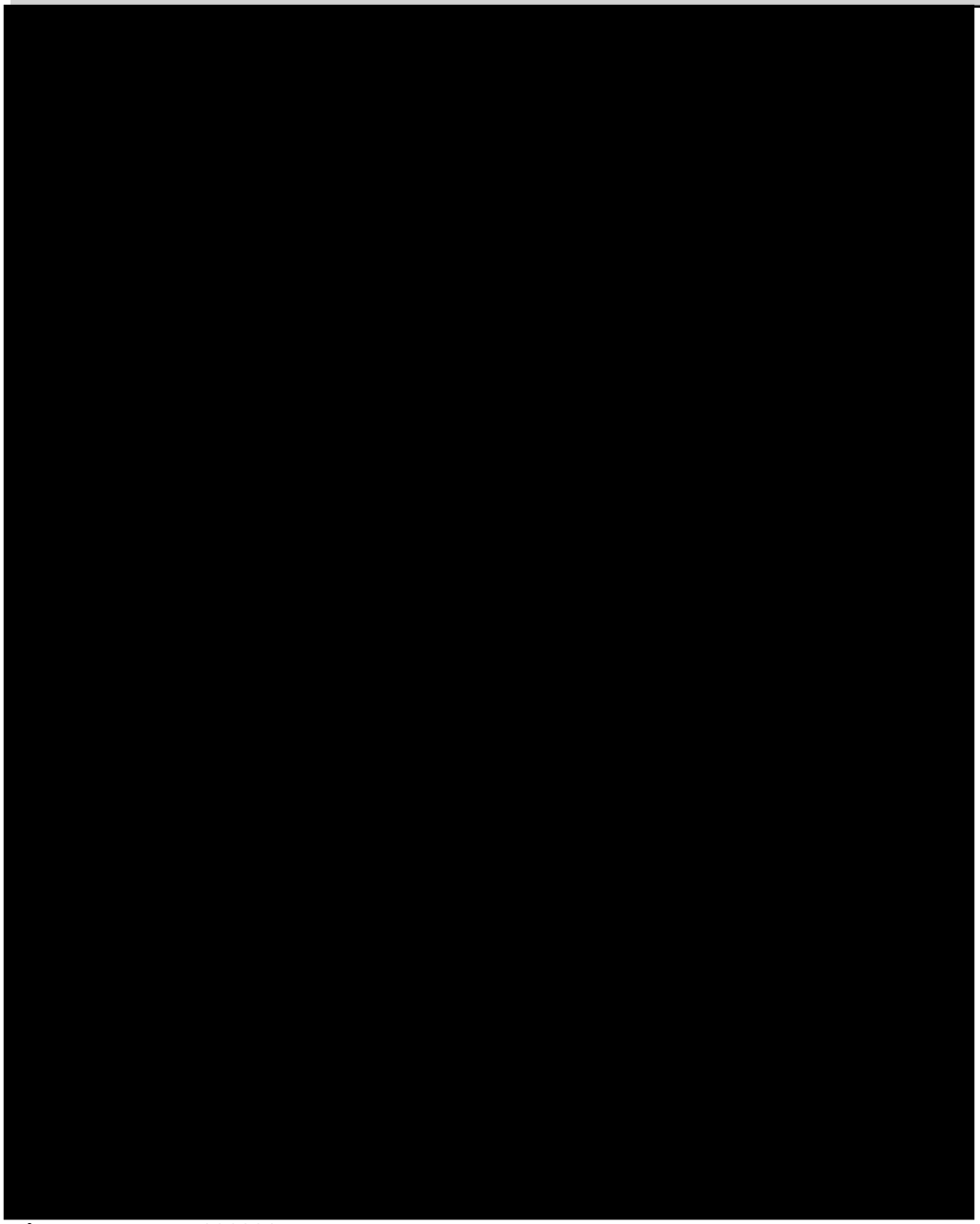
0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

Copyright:© 2013 National Geographic Society, i-cubed

SKETCH MAPS

Photographs, Tables and Additional Information



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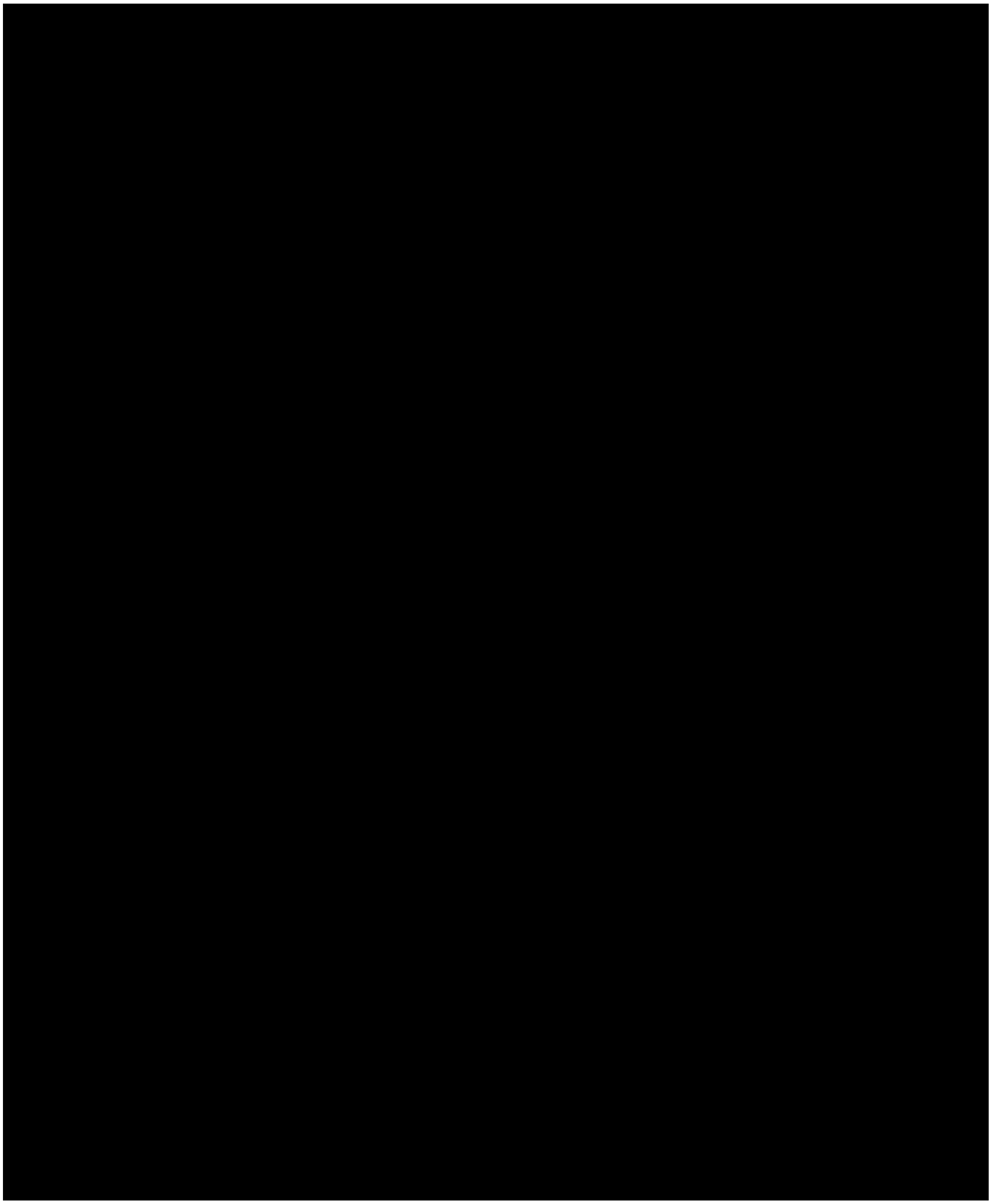
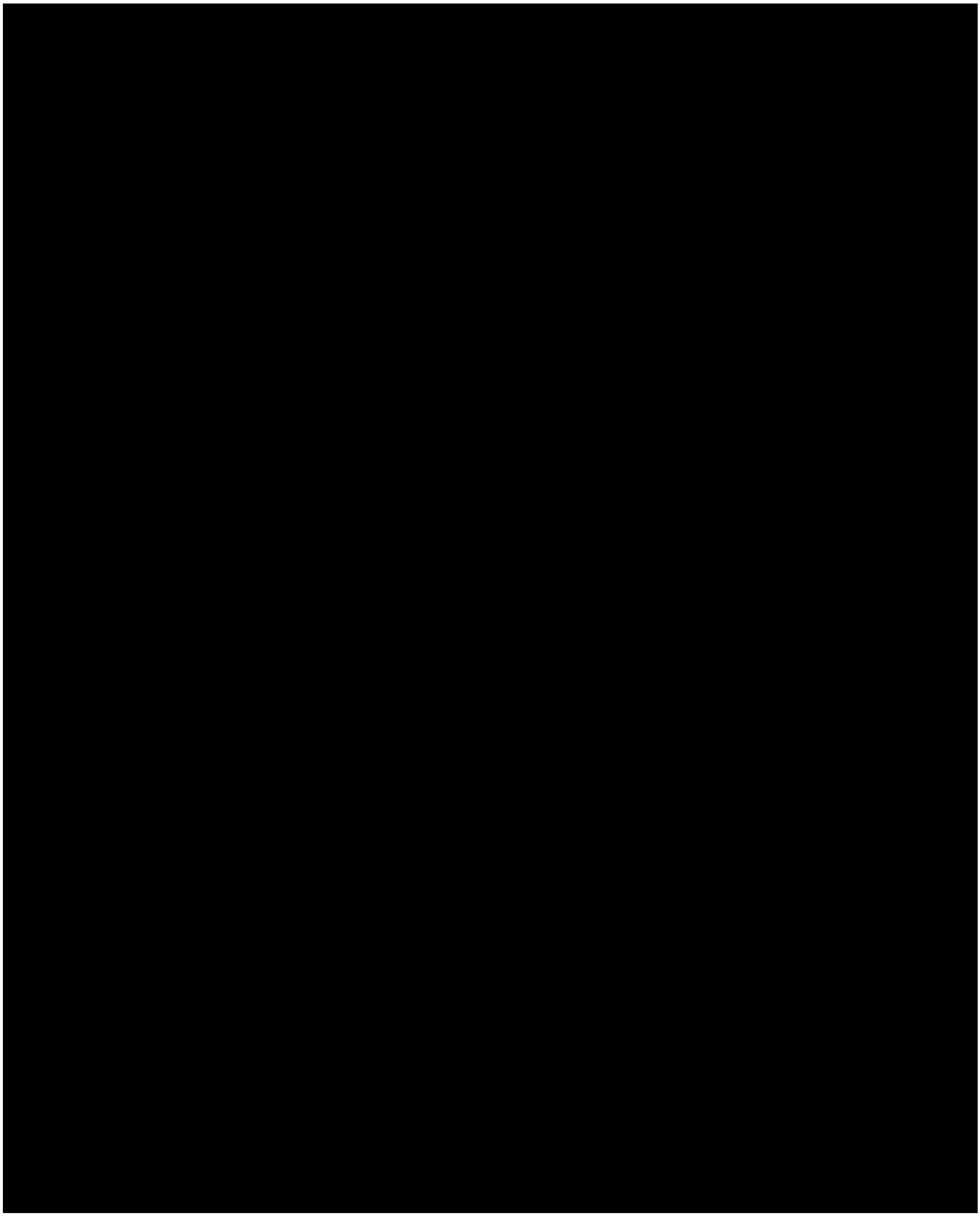
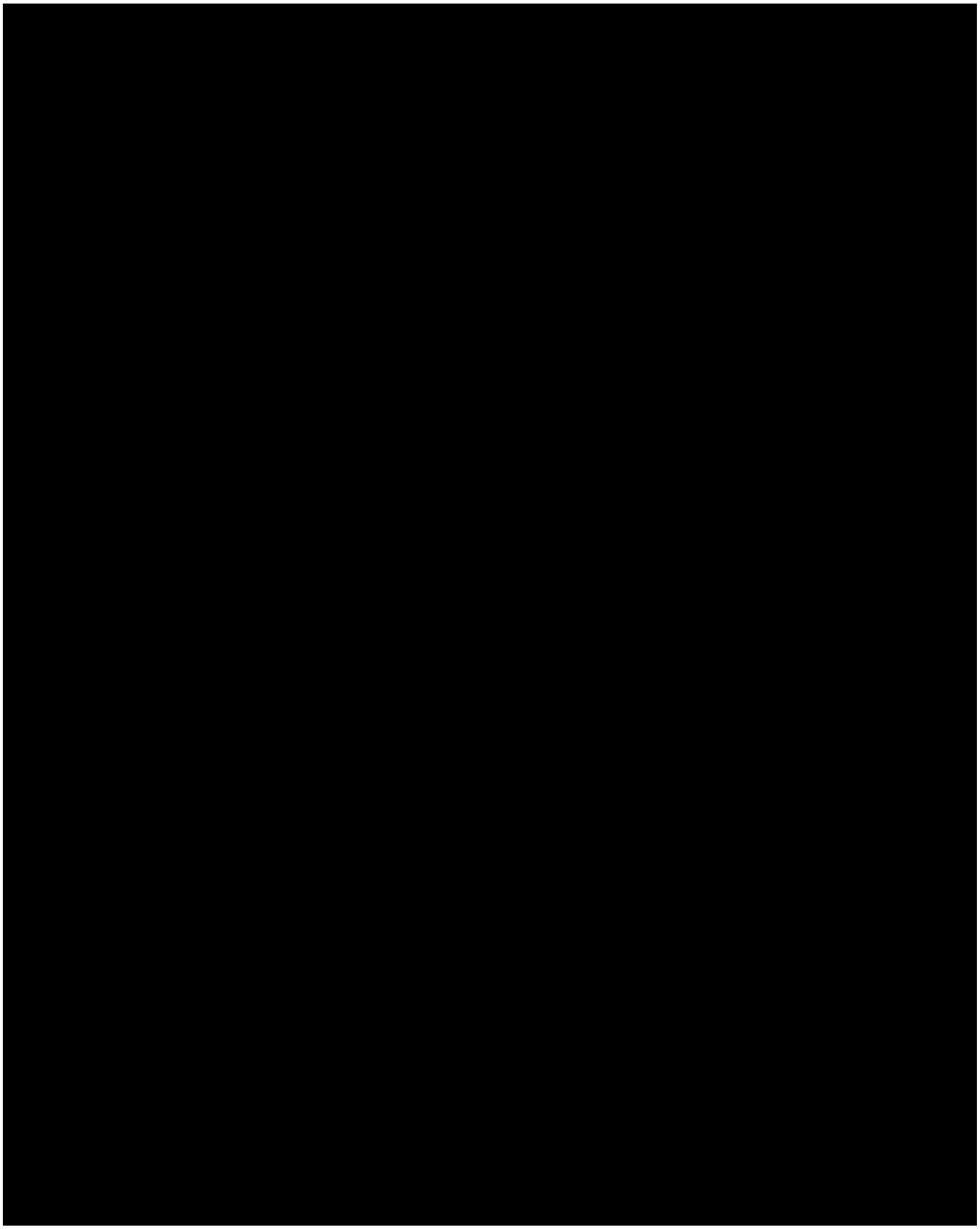
PNNL CULTURAL RESOURCES PROGRAM
SITE MONITORING FORM

GPS POINTS TO MONITOR:

[redacted]







PNNL CULTURAL RESOURCES PROGRAM
SITE MONITORING FORM

MONITORING RESULTS:

NOTED IMPACTS (TYPE): ☐ Human ☒ Animal ☒ Environmental ☐ Other/Unknown

Observed Impacts from previous years:

- Additional (past) impacts were noted in FY15 that may affect the baseline condition value.
- Vehicle tracks
- Trails/paths evidence of bike and foot traffic through the site where the trail leaves the road to skirt accumulations of tumbleweeds
  The presence of the two-track roads that go through the entire site
- Past trenching apparently not associated with construction (unknown purpose)
- Features exposed and impacted by road cuts and other human activities
- Hand (small scale) excavation from past unknown activities
- The presence of historic features and related construction activities associated with the historic component of the site impacts the precontact component.
- Evidence of past hunting activities

FY19: The overall condition of the site has improved in the last year, and the site appears to be stabilizing. The deeply entrenched roadway within this site continues to stabilize and is currently overgrown with rabbit brush and other vegetation in many areas, to the point of being impassable. Many road cutbanks that were previously exposed sediments now have vegetation in place. The boat ramp area appears to be stabilizing with increasing riparian vegetation now growing in the deflated cobble beach. The additional jersey blocks and signage that have been added at the far south end appear to have dissuaded recreational access. There has been an increase in animal activity visible as an increased number of visible trails. This is likely more visible due to the increased vegetation and has not made any significant difference for site condition.

Current Observed Impacts:

-Minor erosion along banks.
- Previously noted erosion is now mainly covered with vegetation. Recommend removing these points from future monitoring efforts as they are no longer visible.
- Noted more game trails throughout site.
- Vegetation has become more dense, especially along river banks.

CULTURAL MATERIAL:

Cultural Material Observed:	Yes ☒	No ☐
Cultural Material Collected:	Yes ☐	No ☒

Description: cultural material previously observed included CCS flakes in road beds, one basalt flake, FCR frags and cobble tools. Broken shell pieces common throughout roadways and along exposed side walls of the roadways. Shell and groundstones seen in various places in FY20.

PNNL CULTURAL RESOURCES PROGRAM
SITE MONITORING FORM

OVERALL FINDINGS:

1-Good	☒	No visible change to the cultural resource; project is operating within the limits of cultural resource recommendations. Site shows no evidence of noticeable deterioration by natural forces and/or human activities. No adjustments to the current site treatment is required.
2-Fair	☐	Impacts are noted but do not threaten the NRHP eligibility of the cultural resource; project is operating outside of culturally cleared limitations but no cultural resources have been adversely impacted. May show minor evidence of deterioration by natural forces and/or human activities.
3-Poor	☐	Impacts are noted that threaten NRHP eligibility of the cultural resource; project has been operating outside of culturally cleared limitations; impacts to non-eligible resources have occurred. Site shows evidence of severe deterioration by natural forces and/or human activities.
4-Destroyed	☐	Impacts that threaten NRHP eligibility of the cultural resource have occurred/ or are occurring. Site was destroyed or so severely damaged that the cultural significance/research potential
5- Other	☐	Site/artifact was documented during last visit but could not be relocated; site is inundated or obstructed by extensive vegetation at time of visit, therefore site cannot be accurately assessed.

COMMENTS/ FUTURE MANAGEMENT RECOMMENDATIONS:

Overall, site vegetation has become denser. There is no obvious evidence of human impacts, such as biking, boating, etc. Animal presence has increased, as seen with the animal droppings and well-developed game trails that are throughout the site.

Irrigation ditch (PP29) was formally recorded as part of the National Register eligible Richland Irrigation District (45BN1125). The site form for this will be updated to reflect this new lateral.

There are several photo points that should be removed from future monitoring efforts due to no longer being visible or not seen in several FYs. Photo points to be removed:

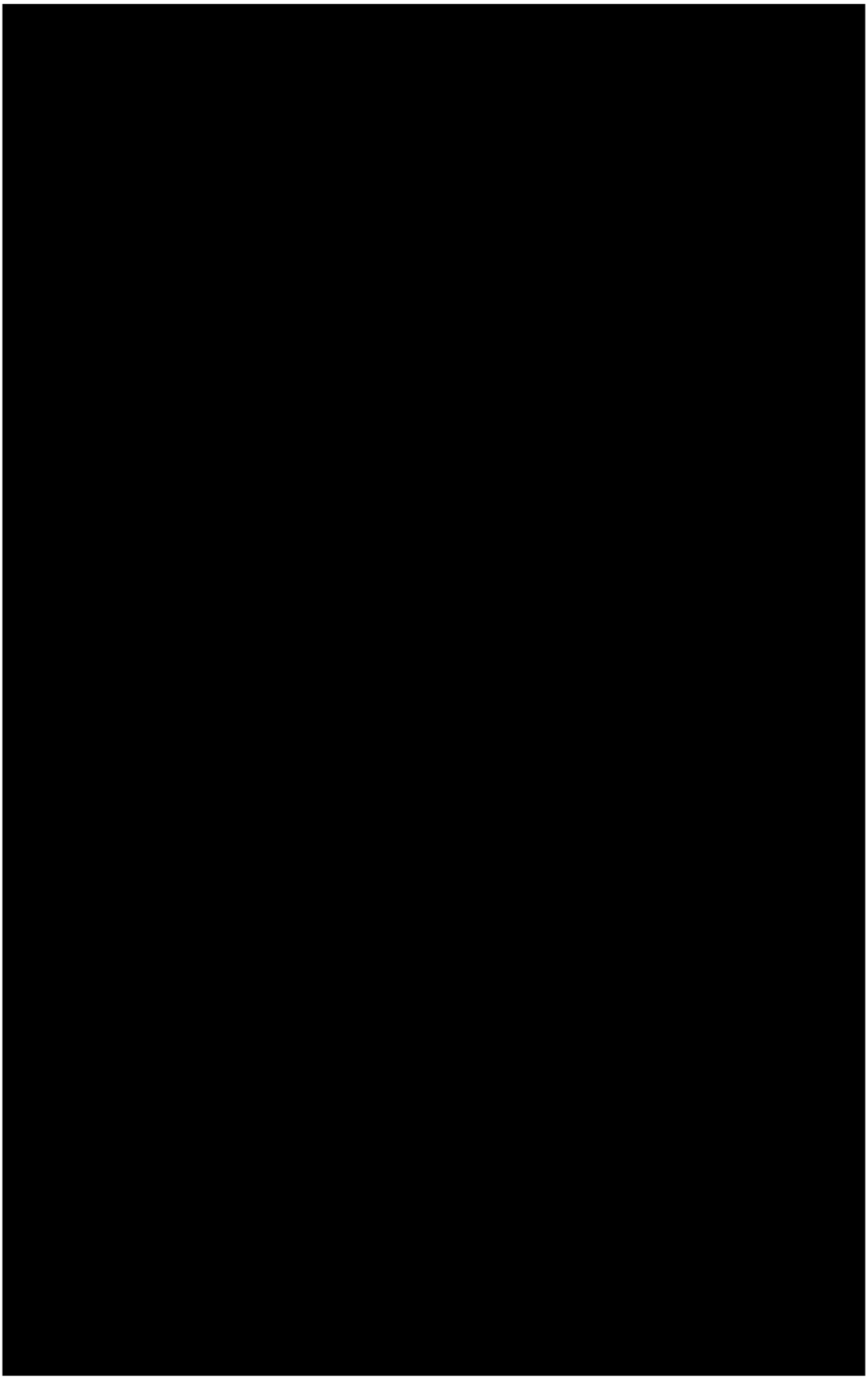
- 1- Debris pile: not seen since FY11
- 2-Latrine: area no longer being used as such
- 4- Animal burrow: no evidence of activity
- 5-River road: completely covered with vegetation
- 9- Powdered bone: has not been seen since 2010
- 12- Bike track: no longer visible.
- 16- Mortar: not seen since 2010
- 17- Deer phalanx: not seen since 2010
- 22-FCR/shell/bone: not found in this area since 2013
- 27-erosion on bank top: area is completely covered with vegetation
- 32- FCR feature- area was visited and no FCR is evident

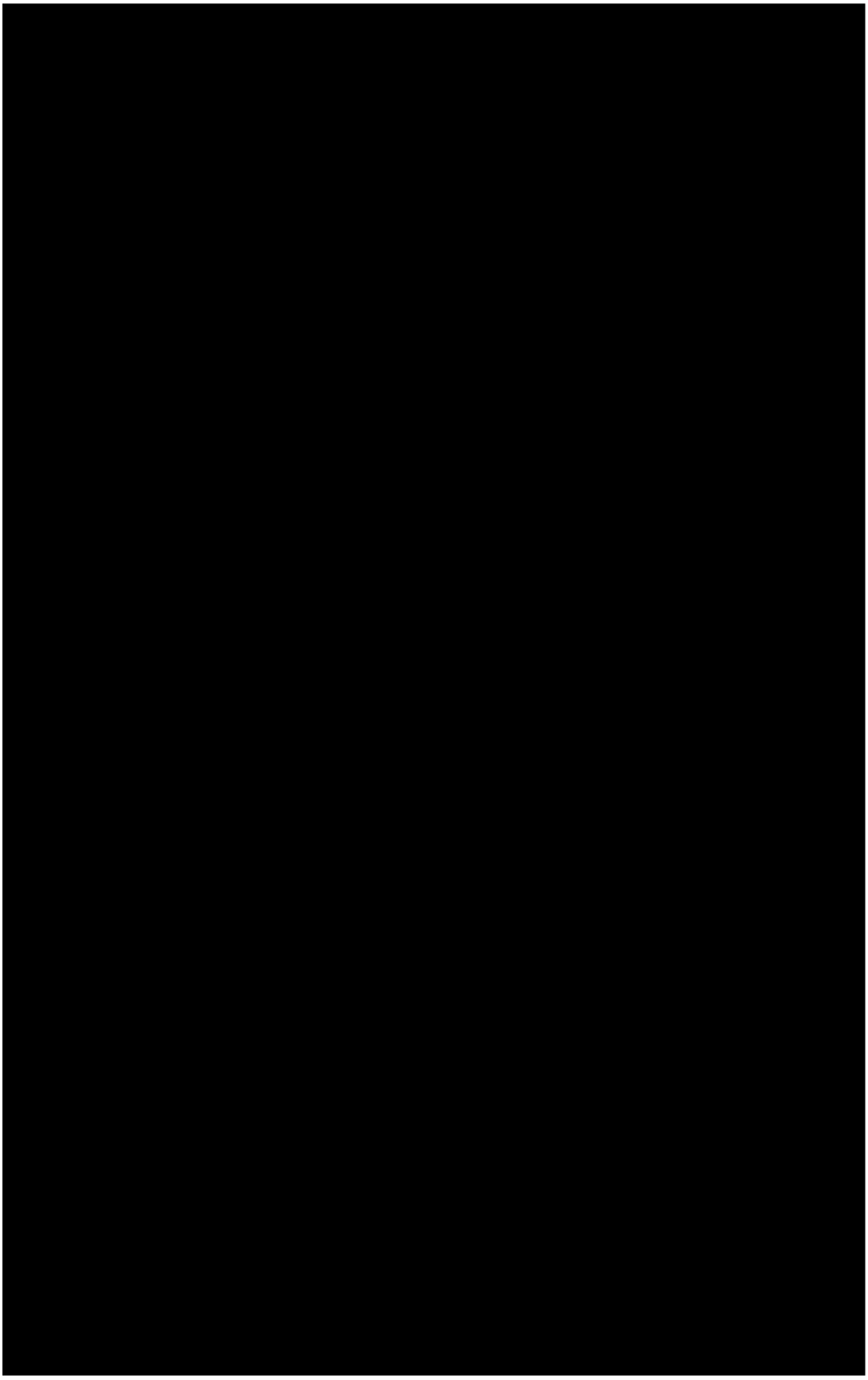
One new monitoring point has been added (photo point 36). This is a new groundstone that was identified during FY20's field efforts. It will be checked annually.

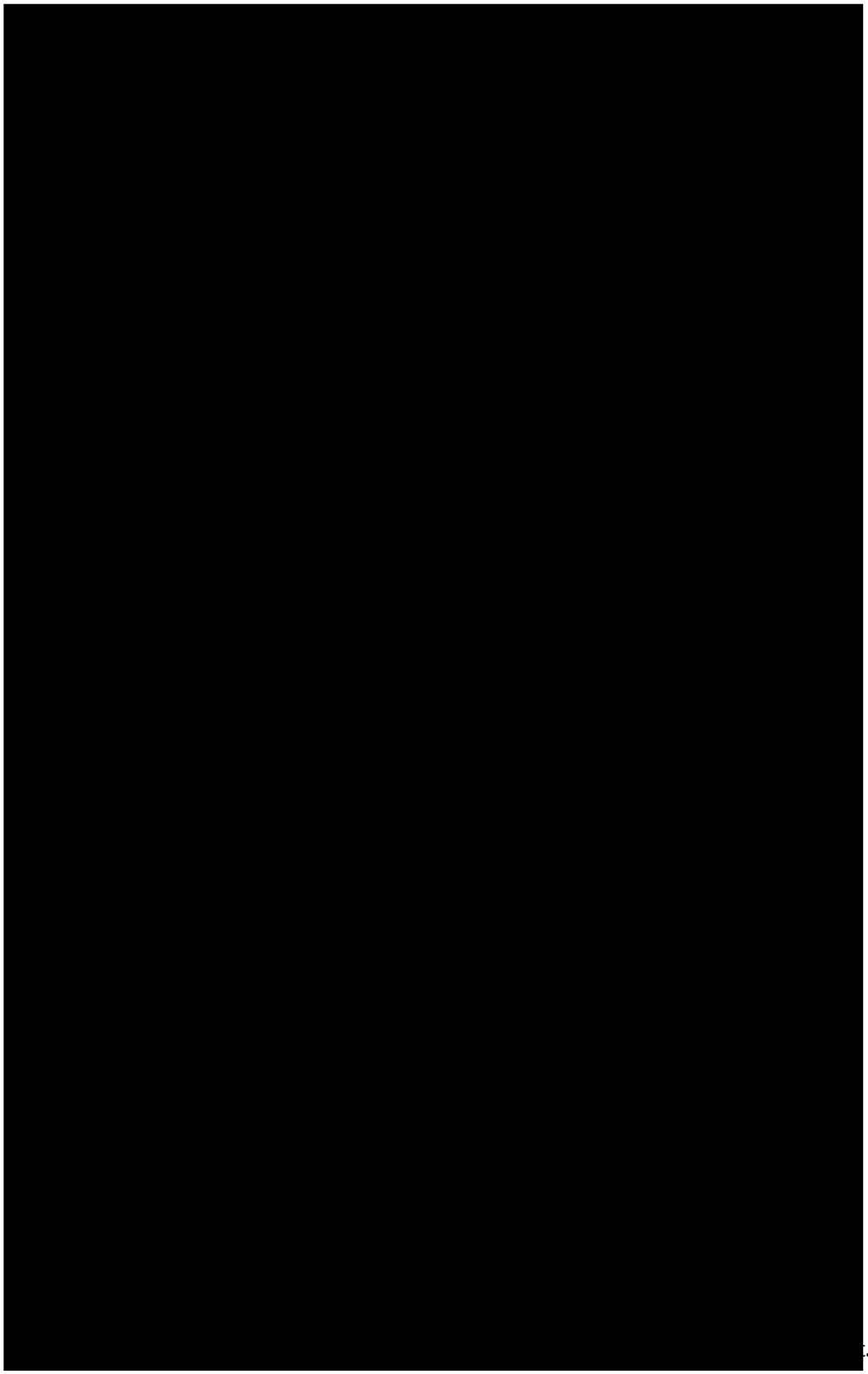
PNNL CULTURAL RESOURCES PROGRAM
SITE MONITORING FORM

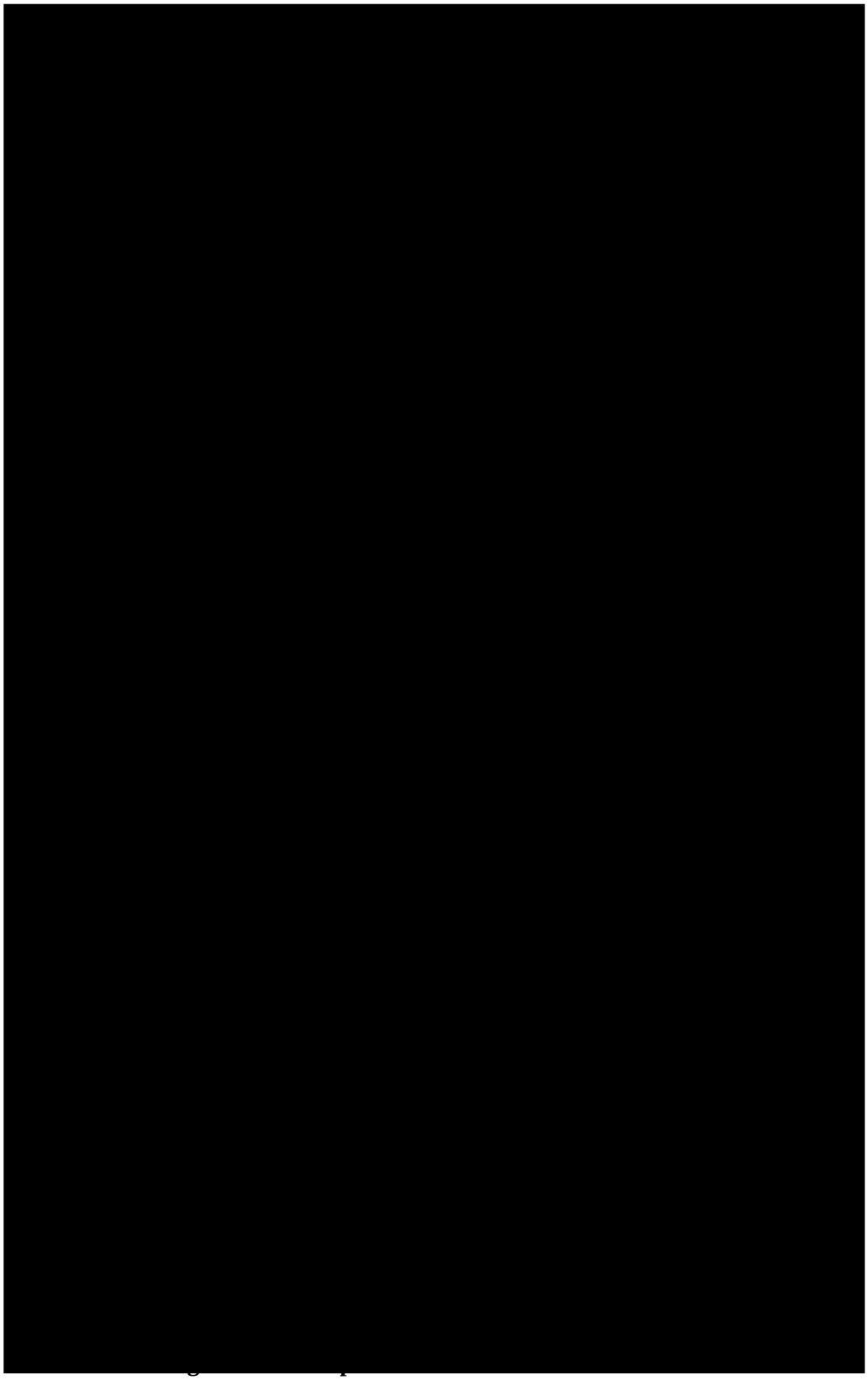
ASSOCIATED DOCUMENTATION:

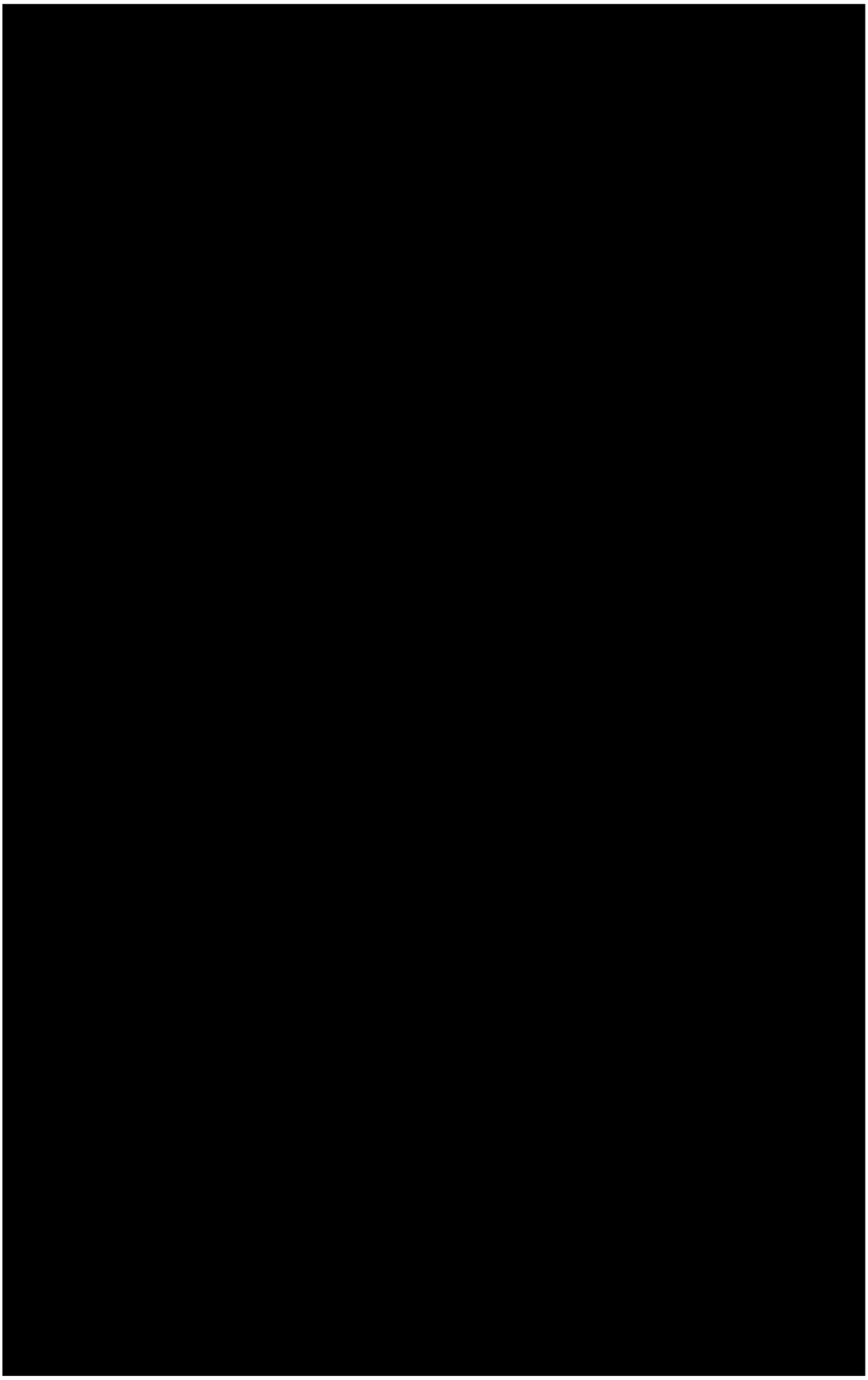
☒ Photographs ☐ Photo Log ☐ Other (describe)

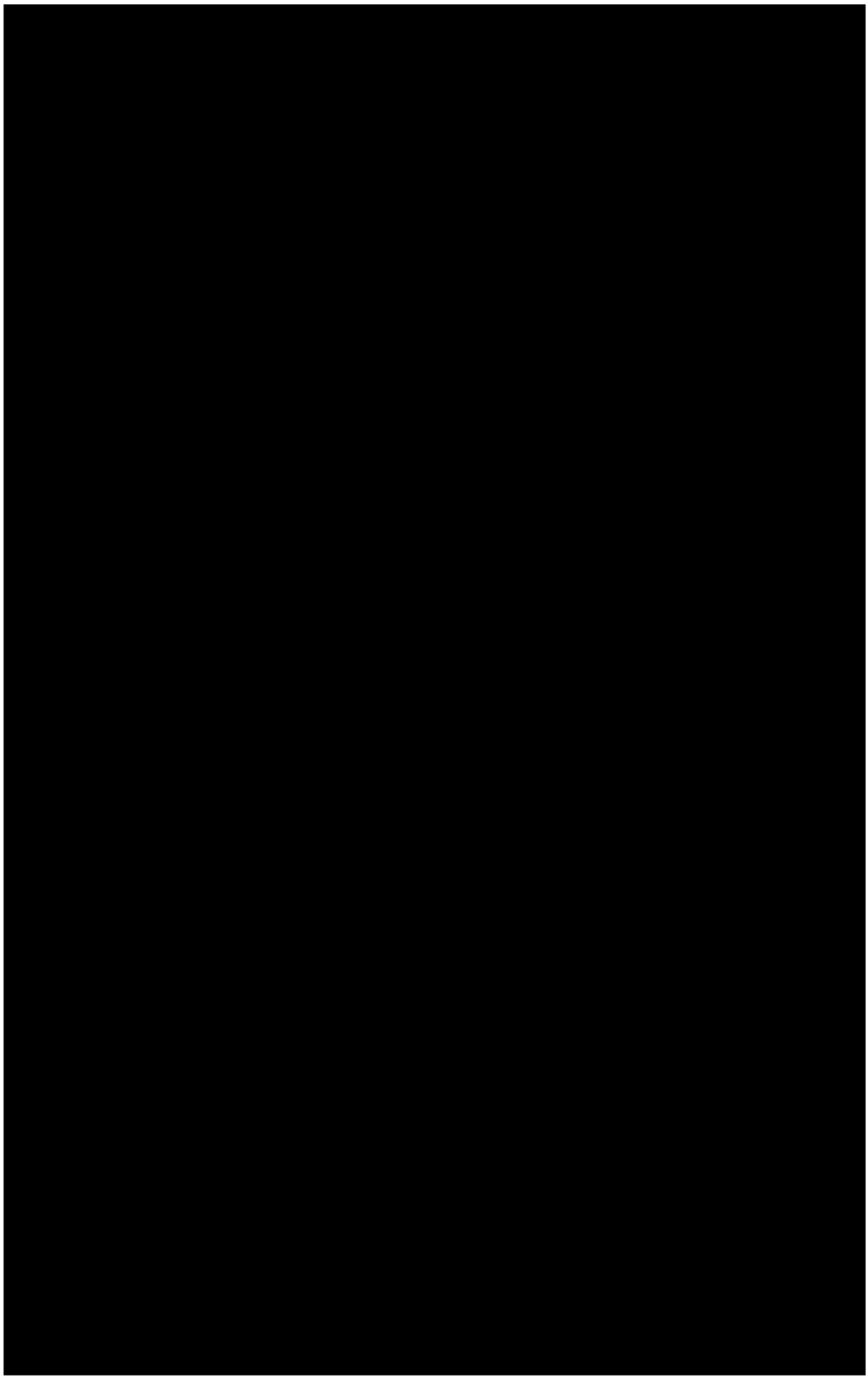


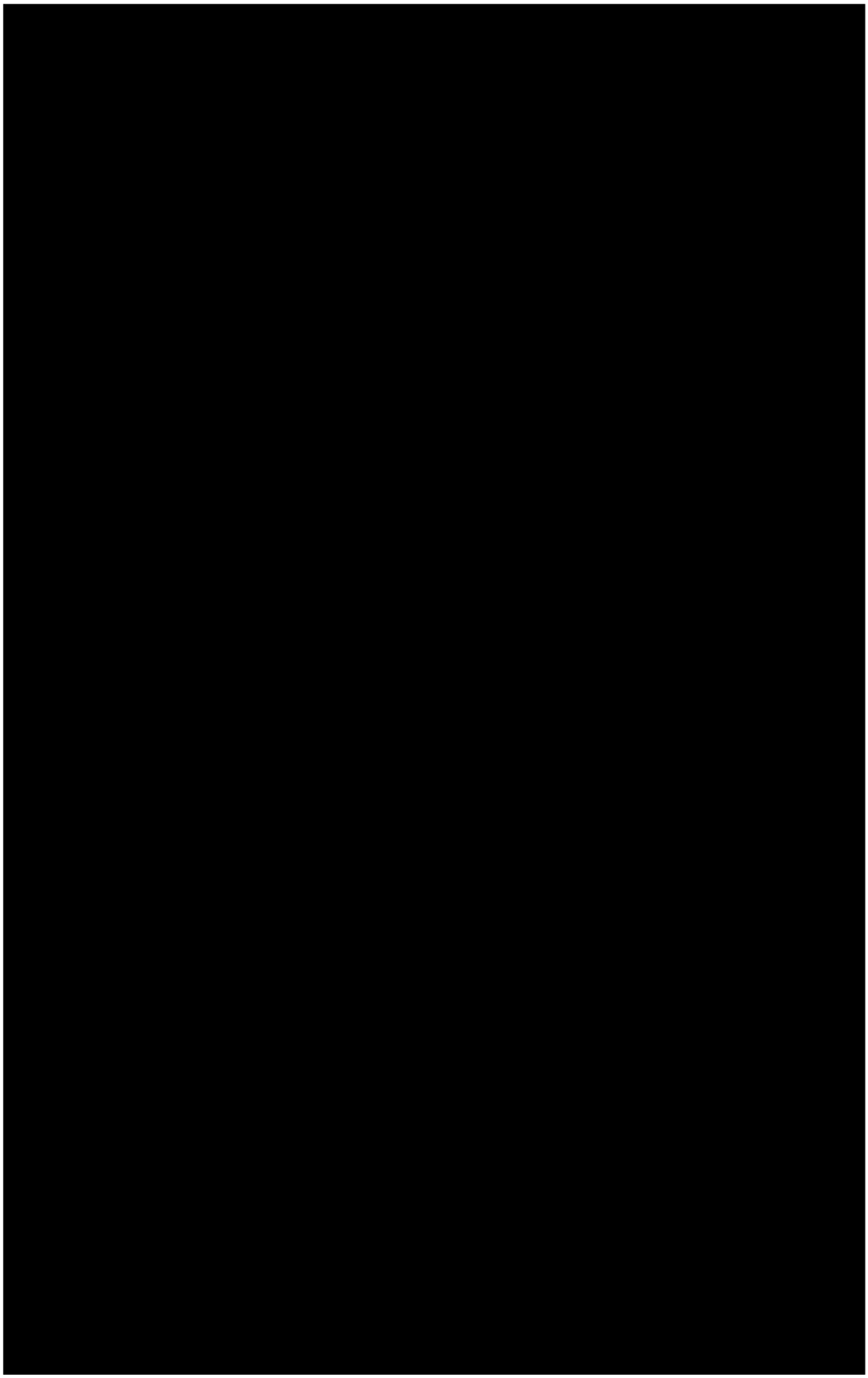


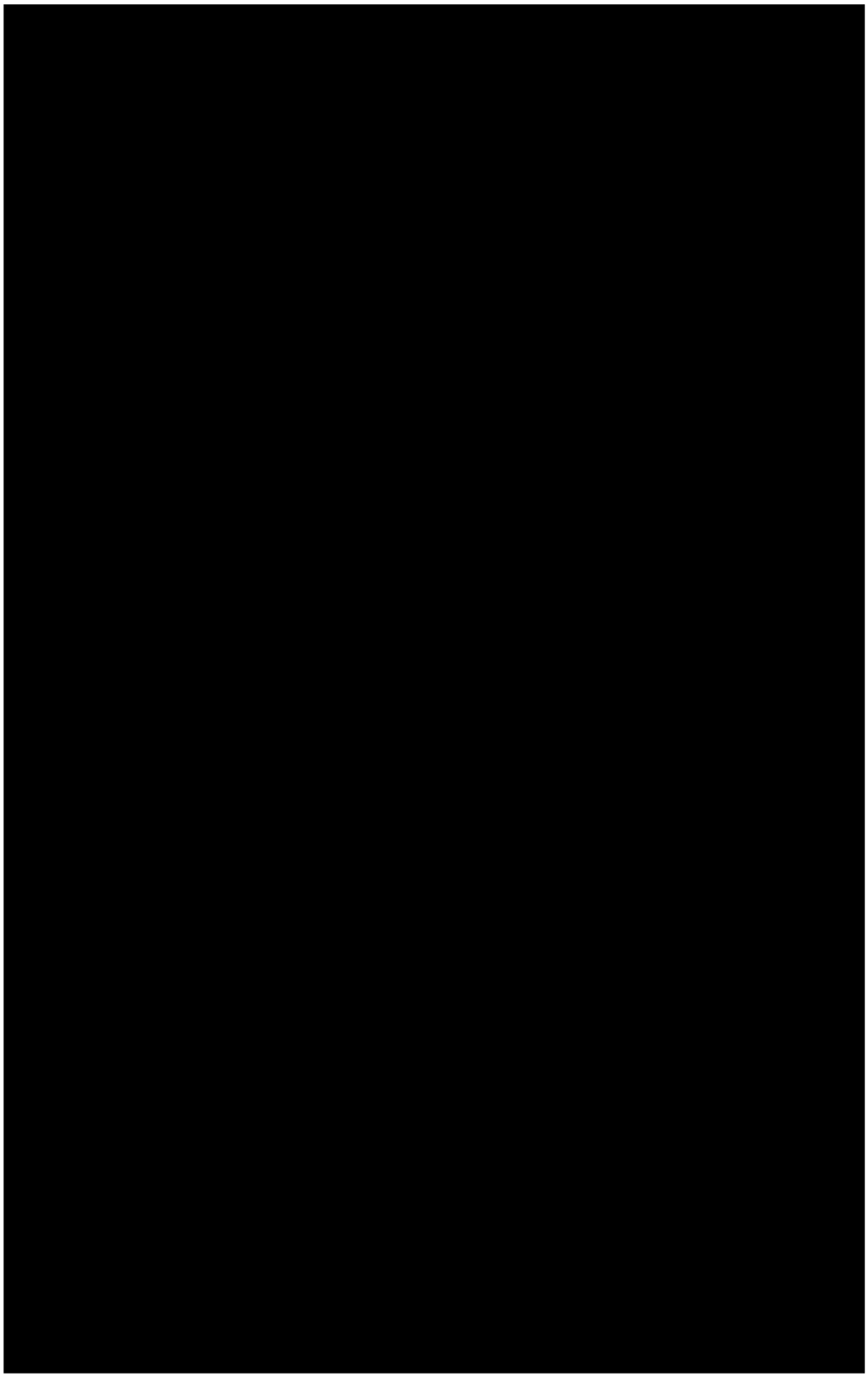


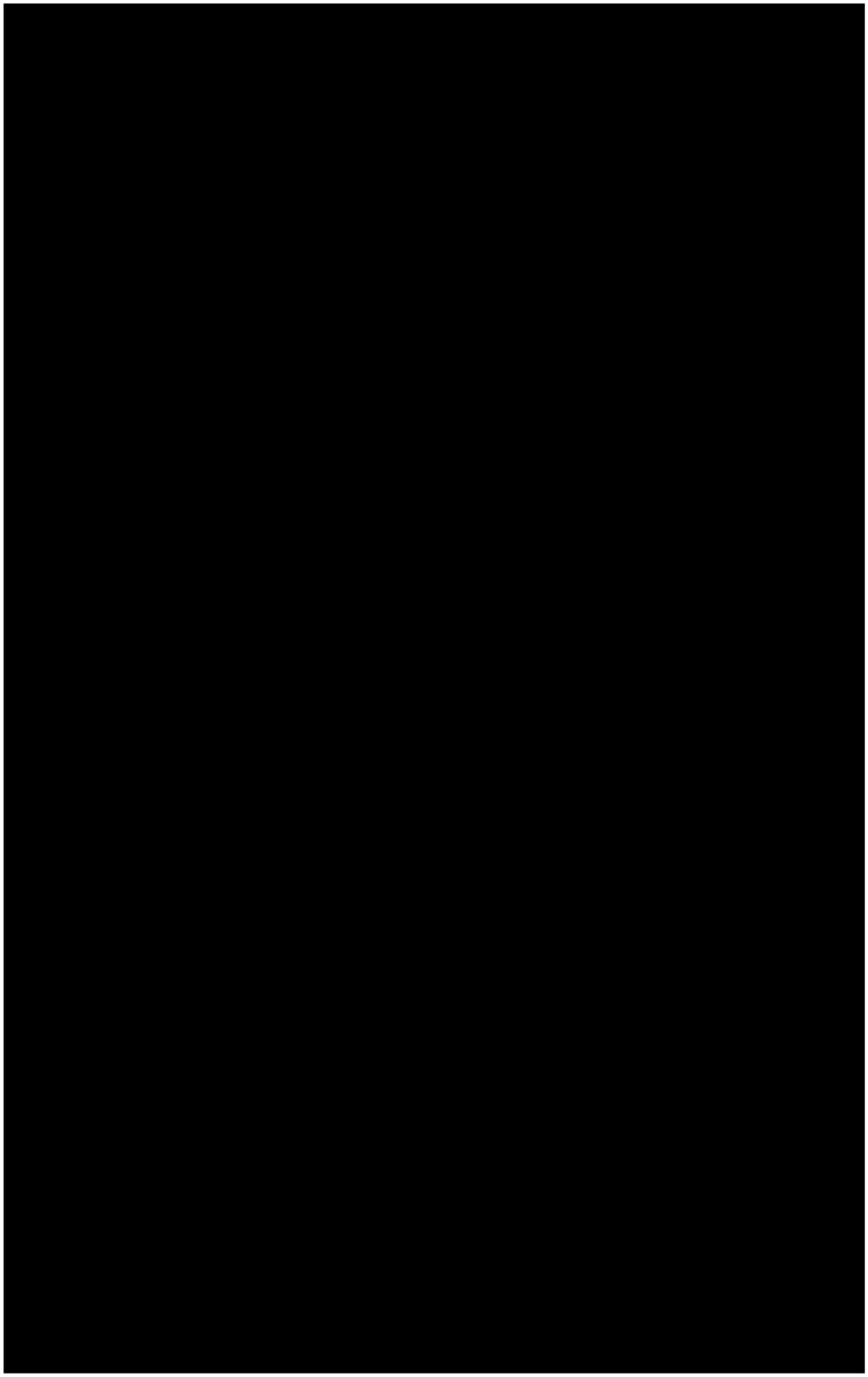












STATE OF WASHINGTON
ARCHAEOLOGICAL SITE INVENTORY FORM

Site No. BN 1492
County: Benton

***Date:** 9/23/2008 ***Compiler:** Larry Mishkar

Location Information Restrictions: Yes **Unknown:**

SITE DESIGNATION

Site Name: North Richland Construction Camp - Southern Features

Field/ Temporary ID: PRA-08-04

Site Type: Historic Townsite

SITE LOCATION

***USGS Quad Map Name:** Richland 7.5' Quadrangle, 1992

***Legal Description:** T. 10N, R. 28E, **Section(s):** 14

Quarter Section(s): NW ¼ of the SE ¼

***UTM:** Zone: 11 Easting 325397.58 Northing 5135319.1 Datum: NAD83

[redacted] **Elevation (ft/m):** 402 ft / 123 m

Other Maps Type

Scale **Source:**

Drainage, Major: Columbia River **Drainage,** Minor: **River Mile:** 344

Aspect: n/a **Slope:** n/a

***Location Description** (general to specific):
The site is located within the Columbia River Plateau and on the northern boundary of the City of Richland, Washington. The area is considered part of the Pasco Basin, a topographic depression located in the southwest corner of the Columbia Basin. The Pasco Basin is bounded by the Saddle Mountains to the north, by the Palouse Slope to the east, by the Rattlesnake Hills to the south, and by the Rattlesnake Hills, Yakima Ridge and Umtanum Ridge to the west. [redacted]

[redacted]

*Mandatory information for official site designation

SITE DESCRIPTION

Narrative Description: The historic North Richland Construction Camp townsite is located on the southern edge of the historic Hanford Engineer Works. It consisted of numerous city blocks packed with worker trailers, bathhouses, clothesline sites and playgrounds for the workers and their families. Construction at the Hanford site employed nearly 50,000 people. The majority of the site has been destroyed by various recent construction projects. What remains are a few scattered bathhouse foundations, manholes relating to the sewer needs of the past worker community, and a scattering of surface-level historic cultural materials. Paragon Research Associates, LLC (PRA) recorded two features at this site: a bathhouse foundation and a manhole, which were located within the APE of the Port of Benton's proposed Triton Sail Park. The proposed Park would destroy the historic bathhouse foundation and manhole at this site. PRA performed a pedestrian survey and shovel probes at the site, and has documented the features by completing this site form at the request of DAHP and the Port of Benton. For more detailed information about these features, please refer to PRA's report entitled *Triton Sail Park Cultural Resources Assessment* (Mishkar et al. 2008).

***Site Type:** Historic Townsite

***Dimensions** (*Method of horizontal measurement*): Pedestrian Survey

Length: 200' (61 m) **Direction** N/S **Width** 100' (~30 m) **Direction:** E/W

Depth: 48.26 cm **Method of vertical measurement:** Shovel probe to locate the bottom of the bathhouse foundation.

Vegetation: On Site: Big sagebrush, perennial bluegrass, wheat grasses, bitterbrush, rabbit brush, hop sage, Indian rice grass, balsamroot, yarrow, Russian thistle, willows, and cottonwood.

Local: (See On-Site Vegetation) **Regional:** Shrub steppe

Landforms: On Site: River terrace **Local:** Sand dune mix

Water Resources: Columbia River **Distance:** 244 m east **Permanence:** Yes

CULTURAL MATERIALS AND FEATURES

***Narrative Description**: The features on this site include a bathhouse foundation, manhole, and asphalt sidewalks. Modern litter, including broken bottles and fragments of rusty metal make up the cultural features. According to historical documents, the North Richland Construction Camp had garbage, trash, and grounds cleanup during its operation. Very few cultural materials were located during a pedestrian and shovel probe survey.
Method of Collection: Not collected, artifacts were reburied in shovel probes.

Location of Artifacts (Temporary/ Permanent): Not collected.

SITE AGE

***Component:** Historic ***Dates:** 1947 ***Dating Method:** Archival research

***Phase:** WW II/Cold War Era **Basis for Phase Designation:** Archival research

SITE RECORDERS

Observed by: Bryan Hoyt & Larry Mishkar
Address:

***Recorded by:** Larry Mishkar
***Affiliation/Address**: Paragon Research Associates

***Date Recorded:** May 20, 2008
12021 Evanston Ave. North, Seattle, WA 98133

***Affiliation Phone Number:** 206-922-0373
Affiliation E-mail: paula@paragonresearch.net

Revisited by:
Affiliation Address:

Date Revisited:

SITE HISTORY

Previous Work (references):

Mishkar, Larry, Katherine F. Chobot, Bryan Hoyt, and Paula Johnson
2008 *Triton Sail Park Cultural Resources Assessment, Benton County, Washington.* Prepared by Paragon Research Associates, LLC, Seattle. Submitted to Port of Benton, Richland.

SITE OWNERSHIP

***Owner/Address:**

Port of Benton, 3100 George Washington Way, Richland, WA 99352 509-375-3060

Tax Lot/ Parcel No: 114084000001000

RESEARCH REFERENCES

(see addendum sheet)

BN1492

ARCHAEOLOGICAL SITE INVENTORY FORM Site No. PRA-08-04

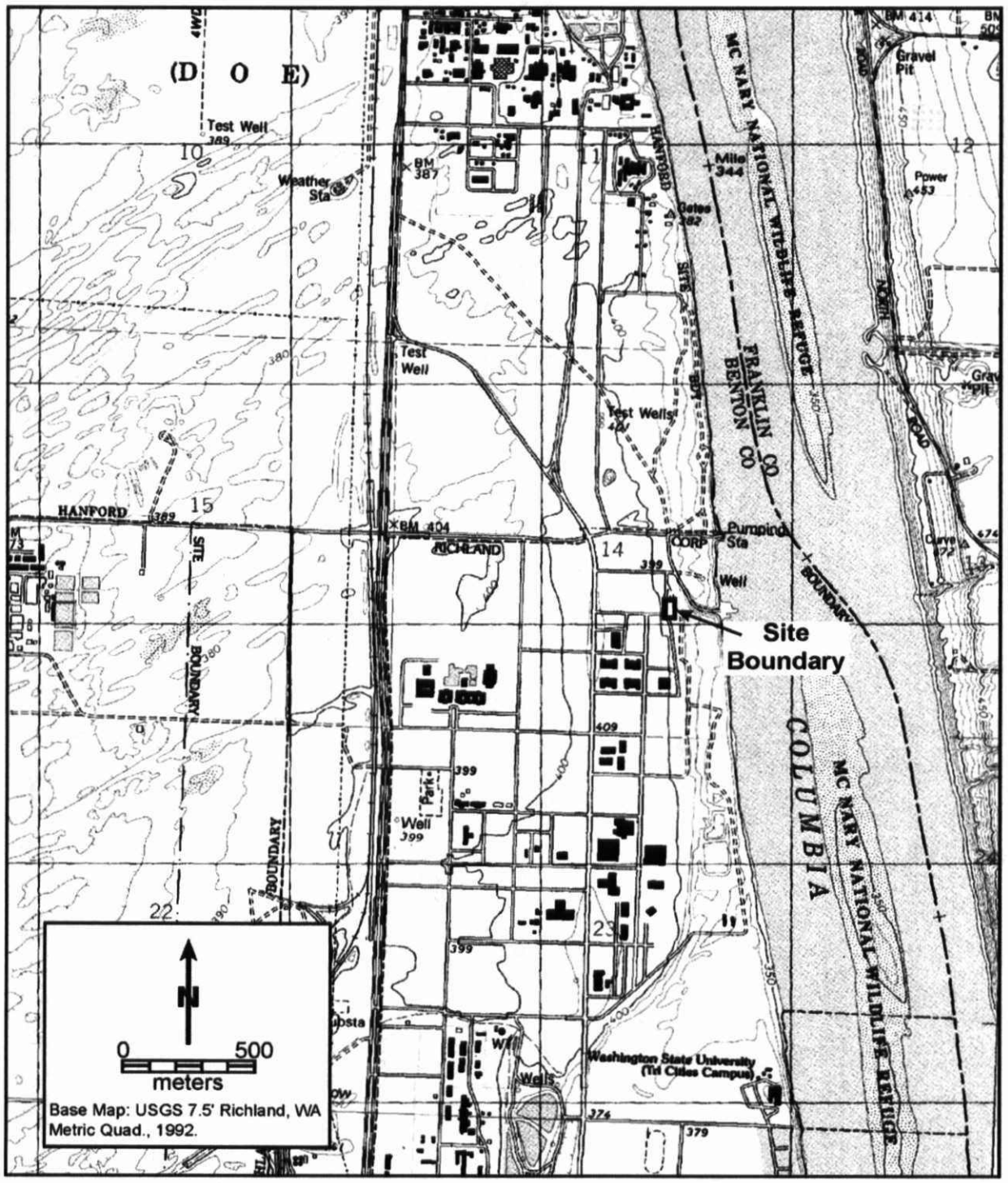
Page 4

MANDATORY USGS MAP

***Quad Name:** Richland, WA

***Series:** 7.5' 1:24,000 series

***Date:** 1992 **Section**: 14



SKETCH MAP

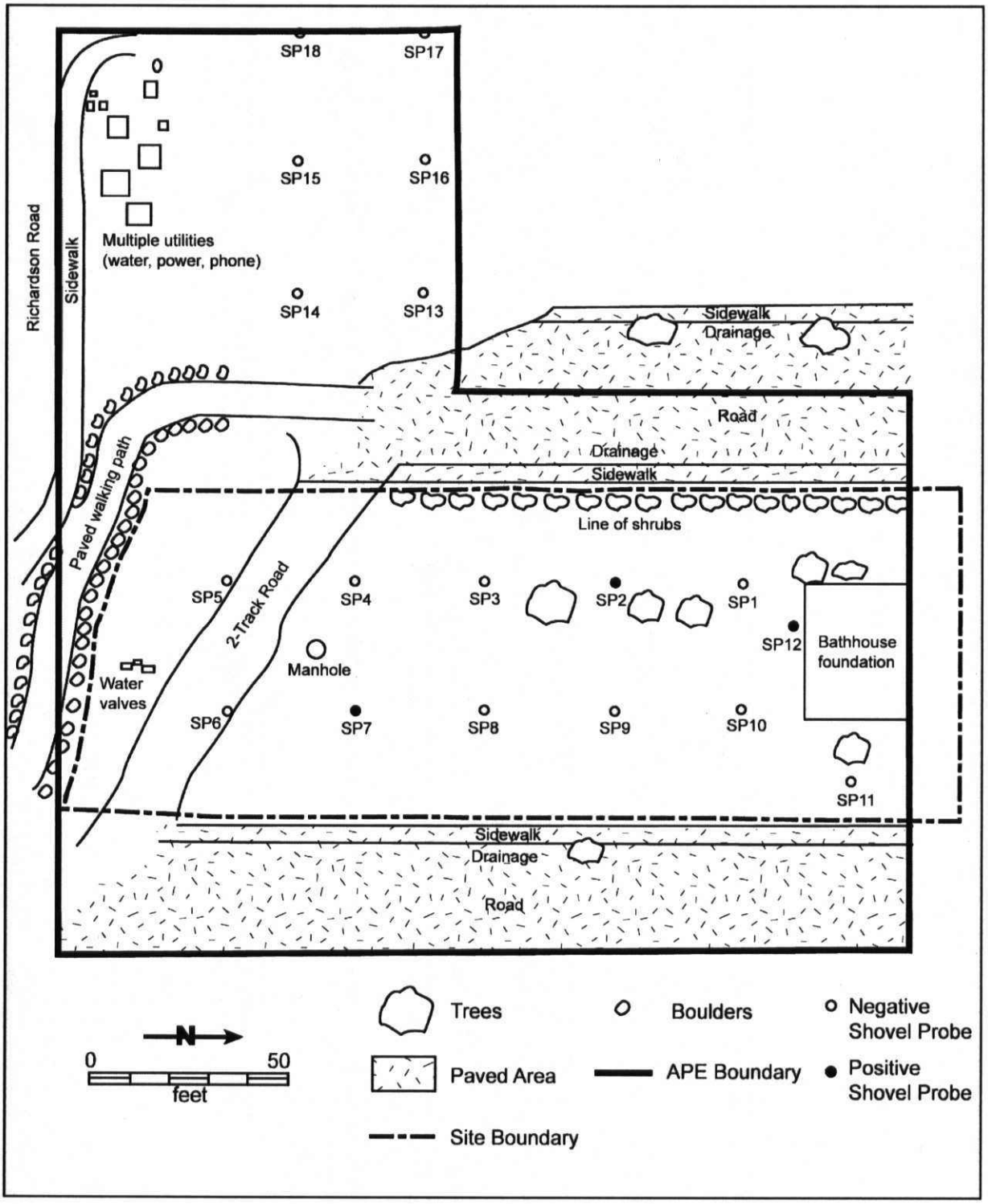


Figure 1. Sketch map of the site showing locations of the bathhouse foundation, manhole, and paved sidewalks.

Site Name: North Richland Construction Camp Southern Features

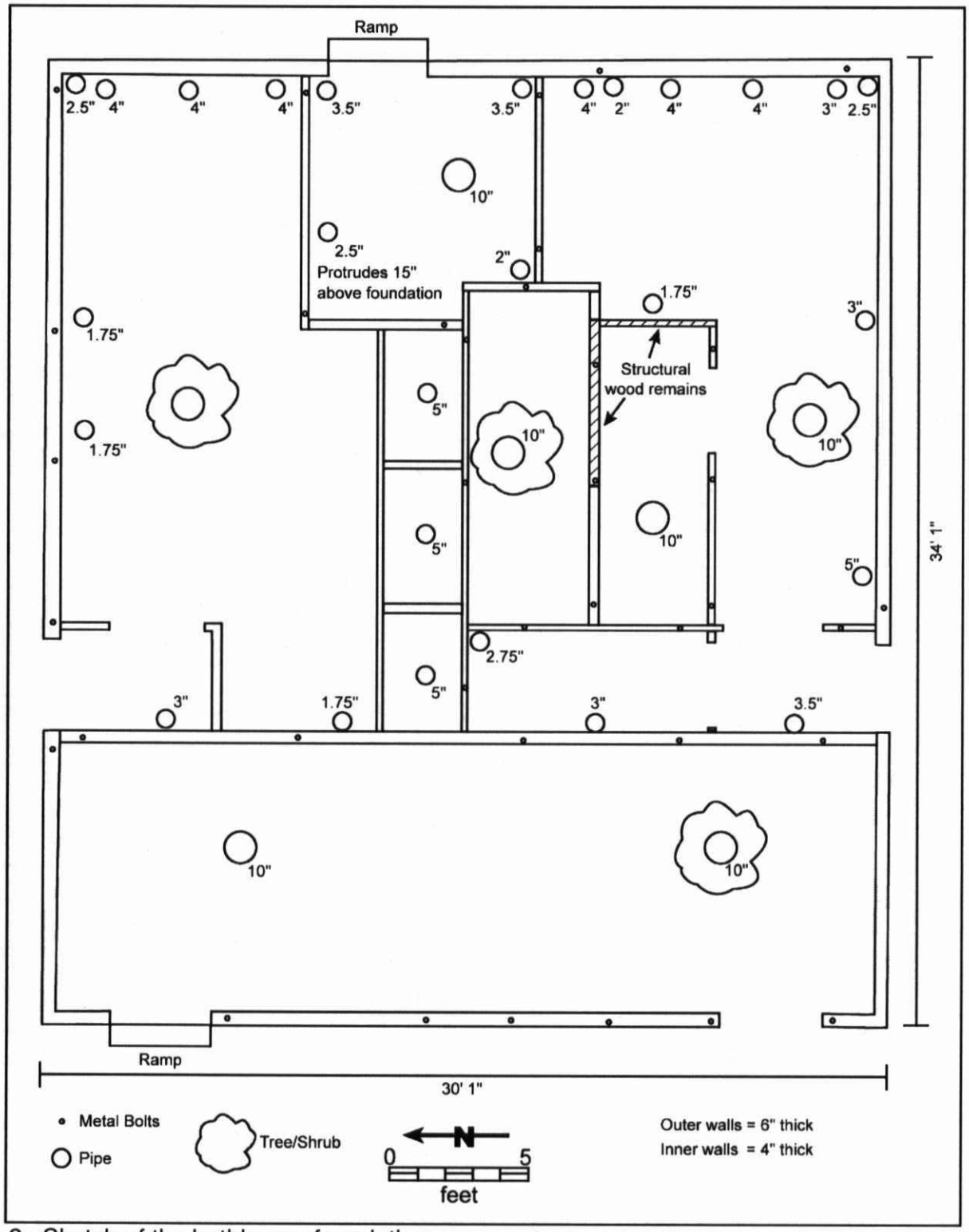


Figure 2. Sketch of the bathhouse foundation.

Revised 05/07

Site Name: North Richland Construction Camp Southern Features

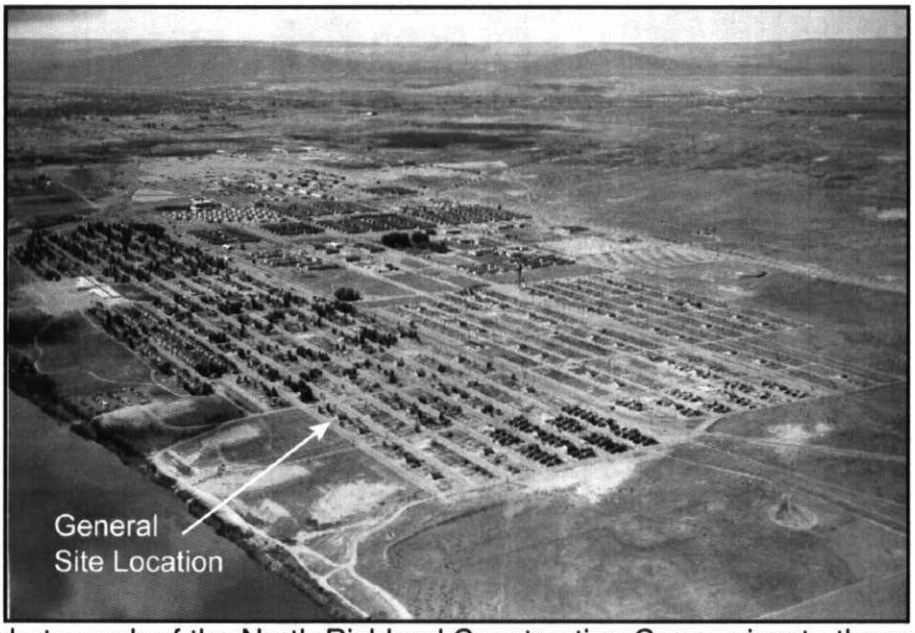


Figure 3. Aerial photograph of the North Richland Construction Camp, view to the southwest (Hanford Declassified Documents, Image #3582).

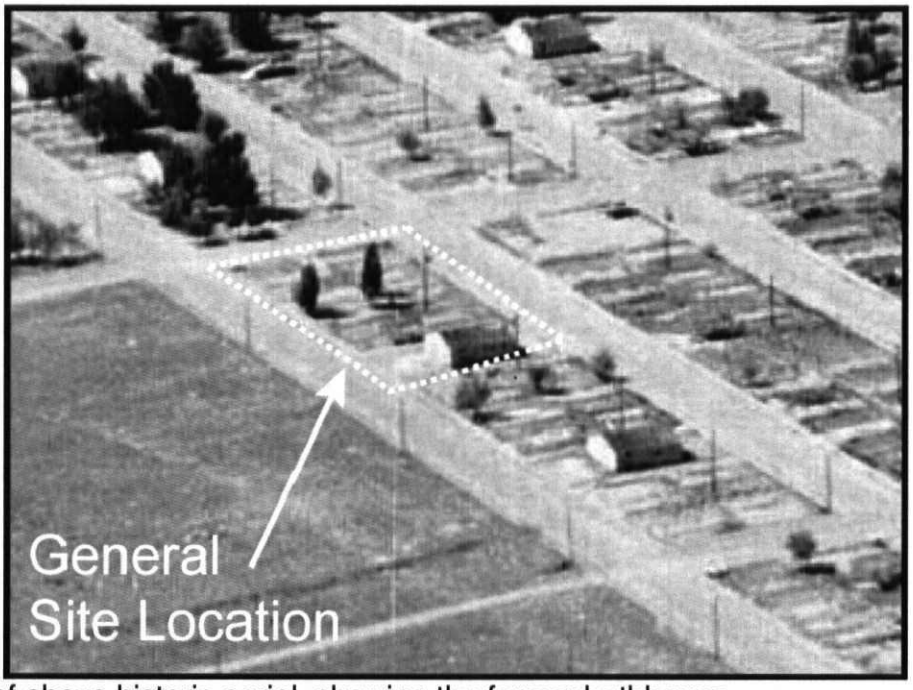


Figure 4. Detail of above historic aerial, showing the former bathhouse.

Site Name: North Richland Construction Camp Southern Features

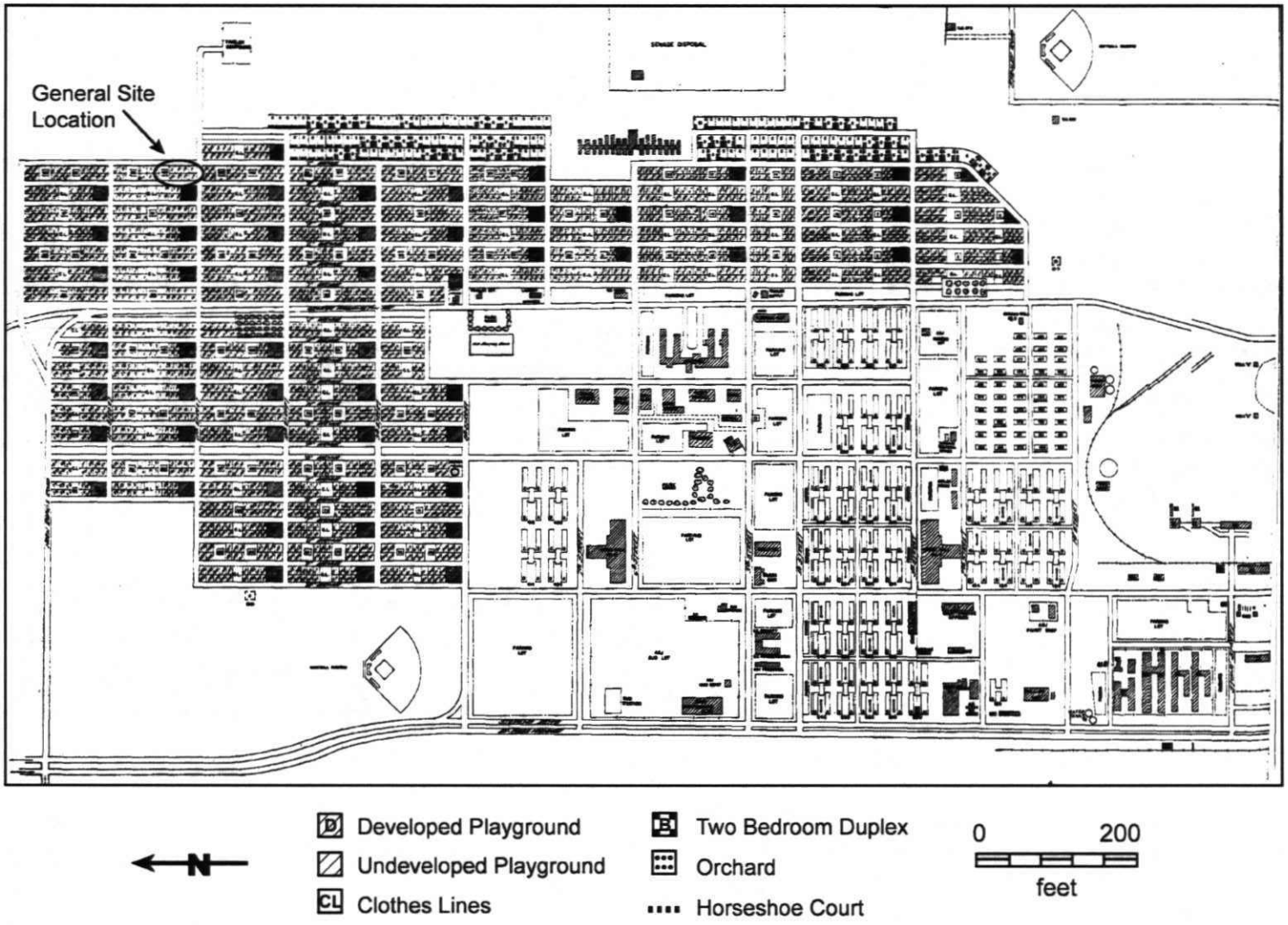


Figure 5. The northern section of the North Richland Construction Camp (DuPont 1945:49).

Site Name: North Richland Construction Camp Southern Features

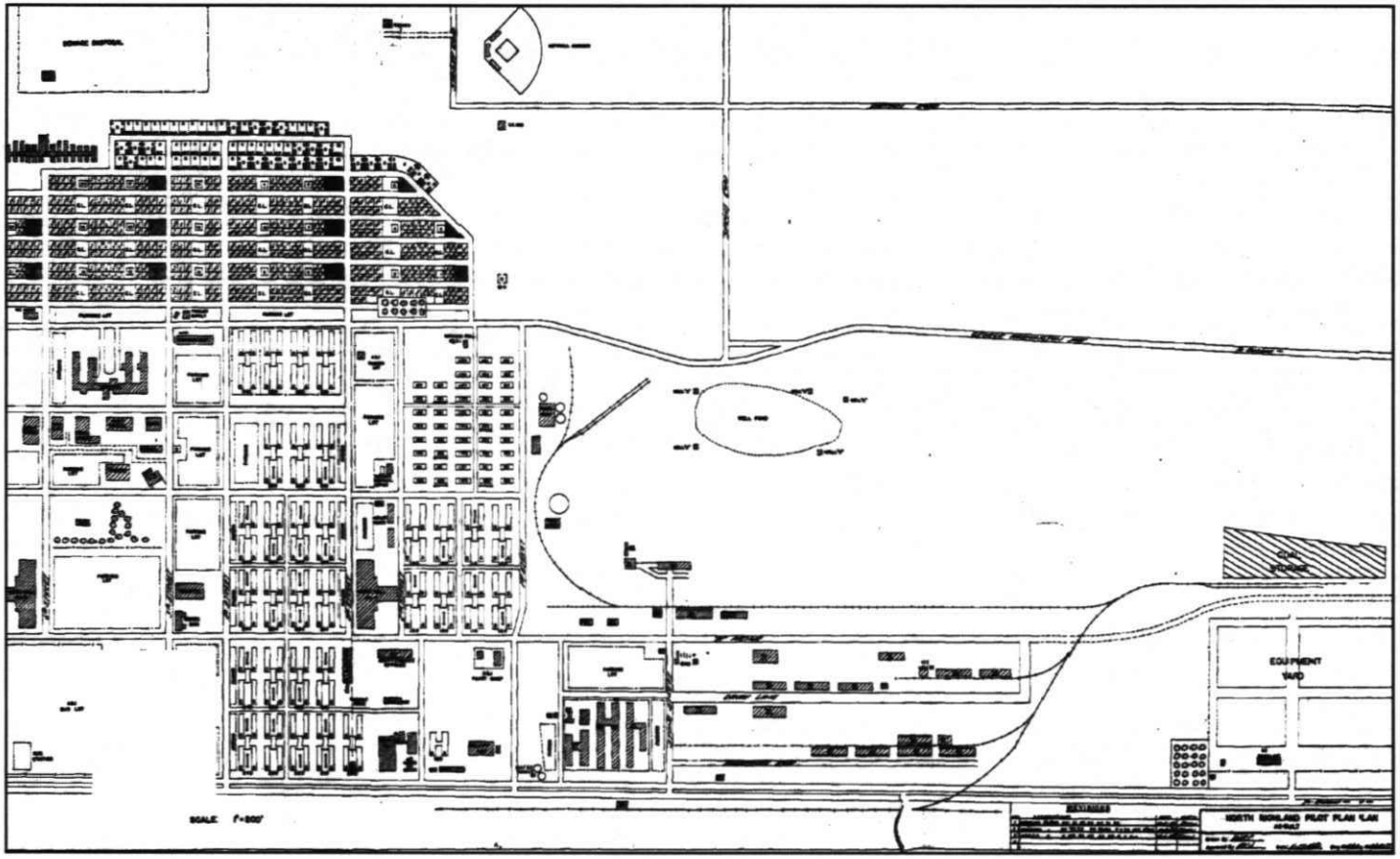


Figure 5. The southern section of the North Richland Construction Camp (DuPont 1945:48).

Site Name: North Richland Construction Camp Southern Features

Figure 6. Bathhouse foundation, view to the northwest.

Figure 7. Detail of bathhouse foundation footing.

Site Name: North Richland Construction Camp Southern Features

Figure 8. Bathhouse foundation with former shower stalls in the center. View to the east.

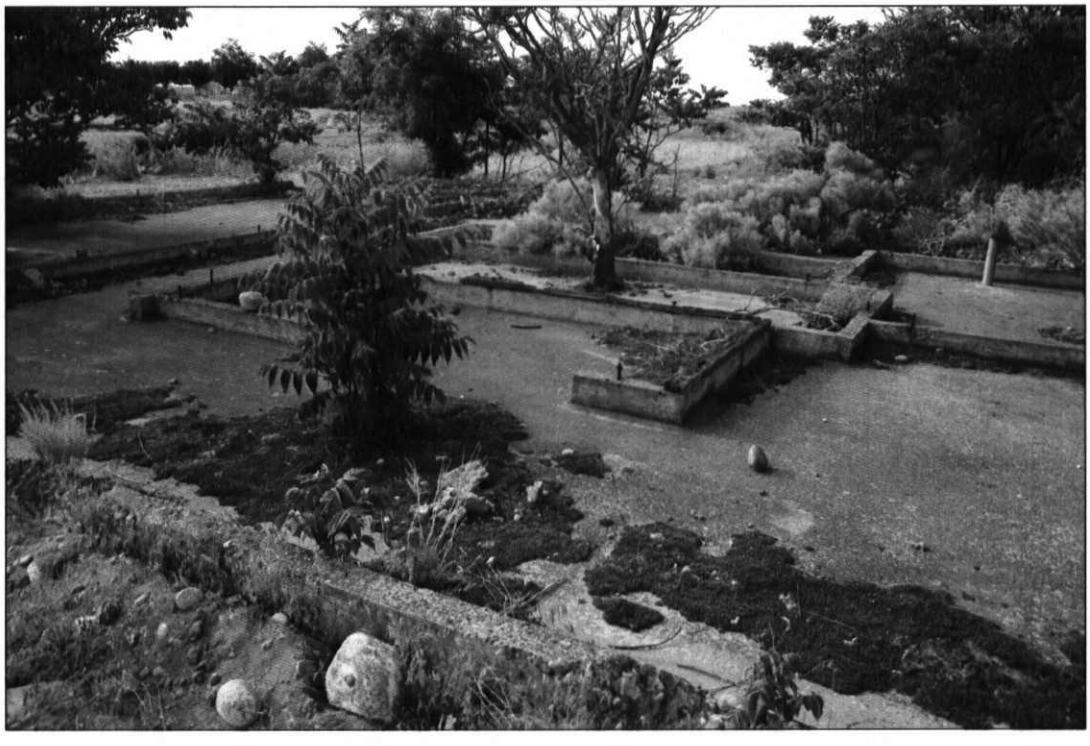


Figure 9. Detail of bathhouse's concrete wall foundations. View to the northwest.

Site Name: North Richland Construction Camp Southern Features

Figure 10. North Richland Construction Camp manhole, covered.

Figure 11. North Richland Construction Camp manhole, uncovered with brick lining visible.

Site Name: North Richland Construction Camp Southern Features

Figure 12. Detail of the top sections of the conical-shaped manhole.

Figure 13. Looking down inside the manhole, with ladder and debris visible.

Site Name: North Richland Construction Camp Southern Features

Site Form Addendum

RESEARCH REFERENCES

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Mishkar, Larry, Katherine F. Chobot, Bryan Hoyt, and Paula Johnson
2008 *Triton Sail Cultural Resources Assessment, Benton County, Washington.* Prepared by Paragon Research Associates, Seattle. Submitted to Port of Benton, Richland. On file, DAHP, Olympia.

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1979 *Tales of Richland, White Bluffs, and Hanford, 1805-1943, Before the Atomic Reserve.* Ye Galleon Press, Fairfield, WA.

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1952 *Benton County, Washingto*n. Prosser, WA.

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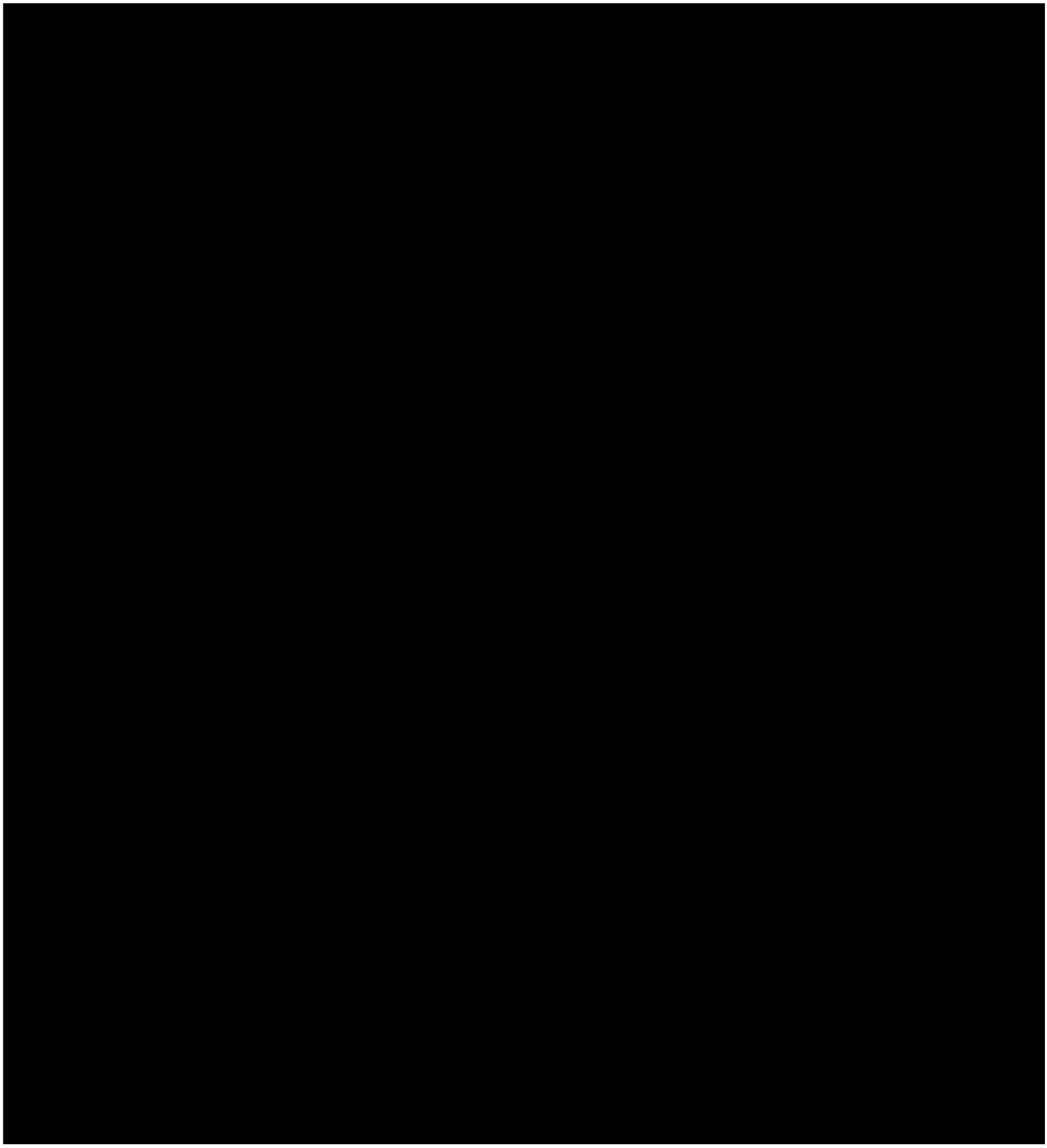
1864a Township 10N, Range 28E Survey Map. Electronic document, http://www.blm.gov/or/landrecords/survey/yPlatView1_2.php?path=PWA&name=t100n280e_001.jpg, accessed May 19, 2008.
1864b Township 10N, Range 28E Survey Notes. Electronic document, http://www.blm.gov/or/landrecords/survey/ySrvy1.php, accessed May 19, 2008.



Meters

0 12.5 25 50 75 100

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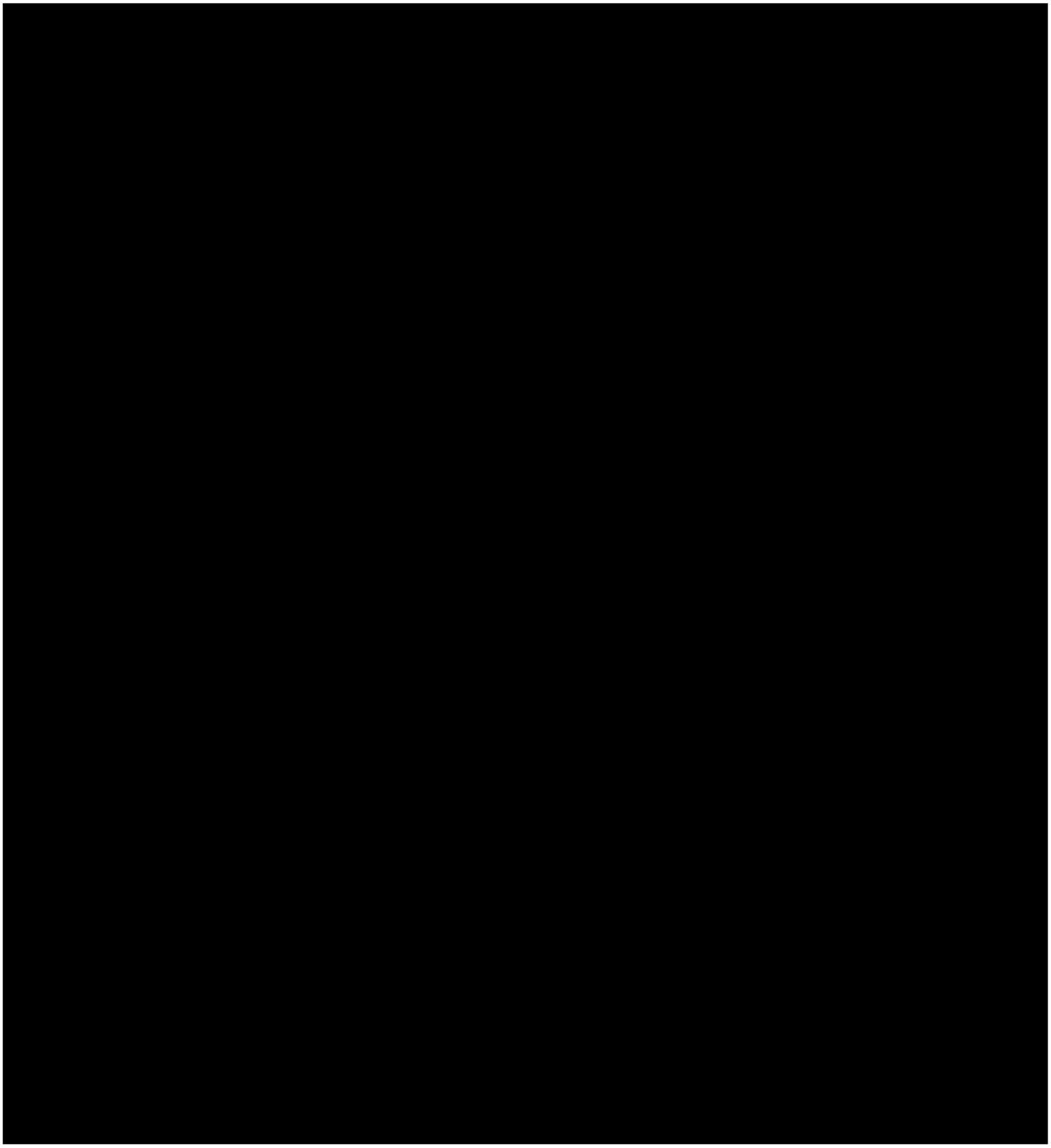
Legend

Site form location

WISSARD location

45BN1492 & 45BN1493
T.10N., R.28E., Section 14
ESRI DigitalGlobe Imagery
Scale 1:1,000



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Legend

Site form location

WISSARD location

45BN1492 & 45BN1493
T.10N., R.28E., Section 14
Richland, WA. USGS 7.5' Quad Map
Scale 1:24,000

N

W E

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STATE OF WASHINGTON
ARCHAEOLOGICAL SITE INVENTORY FORM

Site No. BN1493
County: Benton

***Date:** 9/23/2008 ***Compiler:** Larry Mishkar

Location Information Restrictions: Yes **Unknown:**

SITE DESIGNATION

Site Name: North Richland Construction Camp - Northern Features

Field/ Temporary ID: PRA-08-05

Site Type: Historic Townsite

SITE LOCATION

***USGS Quad Map Name:** Richland 7.5' Quadrangle, 1992

***Legal Description:** T. 10N, R. 28E, **Section(s):** 14

Quarter Section(s): NW ¼ of the SE ¼

***UTM:** Zone: 11 Easting 325400.52 Northing 5135377.33 Datum: NAD83

[redacted] **Elevation (ft/m):** 400 ft / 122 m

Other Maps Type

Scale **Source:**

Drainage, Major: Columbia River **Drainage,** Minor: **River Mile:** 344

Aspect: n/a **Slope:** n/a

***Location Description** (general to specific):
The site is located within the Columbia River Plateau and on the northern boundary of the City of Richland, Washington. The area is considered part of the Pasco Basin, a topographic depression located in the southwest corner of the Columbia Basin. The Pasco Basin is bounded by the Saddle Mountains to the north, by the Palouse Slope to the east, by the Rattlesnake Hills to the south, and by the Rattlesnake Hills, Yakima Ridge and Umtanum Ridge to the west. [redacted]

[redacted]

*Mandatory information for official site designation

SITE DESCRIPTION

Narrative Description: The historic North Richland Construction Camp townsite is located on the southern edge of the historic Hanford Engineer Works. It consisted of numerous city blocks packed with worker trailers, bathhouses, clothesline sites and playgrounds for the workers and their families. Construction at the Hanford site employed nearly 15,000 people. The majority of the site has been destroyed by various recent construction projects. What remains are a few scattered bathhouse foundations, manholes relating to the sewer needs of the past worker community, and a scattering of surface-level historic cultural materials. Paragon Research Associates, LLC (PRA) recorded two historic features at this site: a bathhouse foundation and a manhole.
This set of features is being recorded to mitigate the destruction of a similar set of North Richland Construction Camp features which are located 115 feet to the south (temporary site # PRA-08-04). PRA documented these two similar features (a bathhouse foundation and manhole), which were located within the APE of the Port of Benton's proposed Triton Sail Park, during a survey for the Port in 2008. As proposed, the Triton Sail Park would destroy the already surveyed bathhouse foundation and manhole. The Port agreed to preserve these two similar features to the north as part of its mitigation process with the Washington State Department of Archaeology and Historic Preservation. For more detailed information about PRA-08-04, please refer to PRA's report entitled *Triton Sail Park Cultural Resources Assessment* (Mishkar et al. 2008).

***Site Type:** Historic Townsite

***Dimensions** (*Method of horizontal measurement*): Pedestrian Survey

Length: 45.7 m (150 ft) **Direction** N/S **Width** 27.4 m (90 ft) **Direction:** E/W

Depth: Unknown (no subsurface testing conducted) **Method of vertical measurement:** N/A

Vegetation: On Site: Big sagebrush, perennial bluegrass, wheat grasses, bitterbrush, rabbit brush, hop sage, Indian rice grass, balsamroot, yarrow, Russian thistle, willows, and cottonwood.

Local: (See On-Site Vegetation) **Regional:** Shrub steppe

Landforms: On Site: River terrace **Local:** Sand dune mix

Water Resources: Columbia River **Distance:** 244 m east **Permanence:** Yes

CULTURAL MATERIALS AND FEATURES

***Narrative Description**: The features on this site include a bathhouse foundation, manhole, and asphalt sidewalks. Modern litter, including broken bottles and fragments of rusty metal make up the cultural features. According to historical documents, the North Richland Construction Camp had garbage, trash, and grounds cleanup during its operation. Very few cultural materials were located during a pedestrian survey.

Method of Collection: Not collected.

Location of Artifacts (Temporary/ Permanent): N/A

SITE AGE

***Component:** Historic ***Dates:** 1947 ***Dating Method:** Archival research

***Phase:** WW II/Cold War **Basis for Phase Designation:** Archival research

SITE RECORDERS

Observed by: Larry Mishkar
Address:

***Recorded by:** Larry Mishkar
***Affiliation/Address**: Paragon Research Associates

***Date Recorded:** September 9, 2008
12021 Evanston Ave. North, Seattle, WA 98133

***Affiliation Phone Number:** 206-922-0373
Affiliation E-mail: paula@paragonresearch.net

Revisited by:
Affiliation Address:

Date Revisited: N/A

SITE HISTORY

Previous Work (references)**: N/A**

SITE OWNERSHIP

***Owner/Address:**

Port of Benton, 3100 George Washington Way, Richland, WA 99352 509-375-3060

Tax Lot/ Parcel No: 114084000001000

RESEARCH REFERENCES

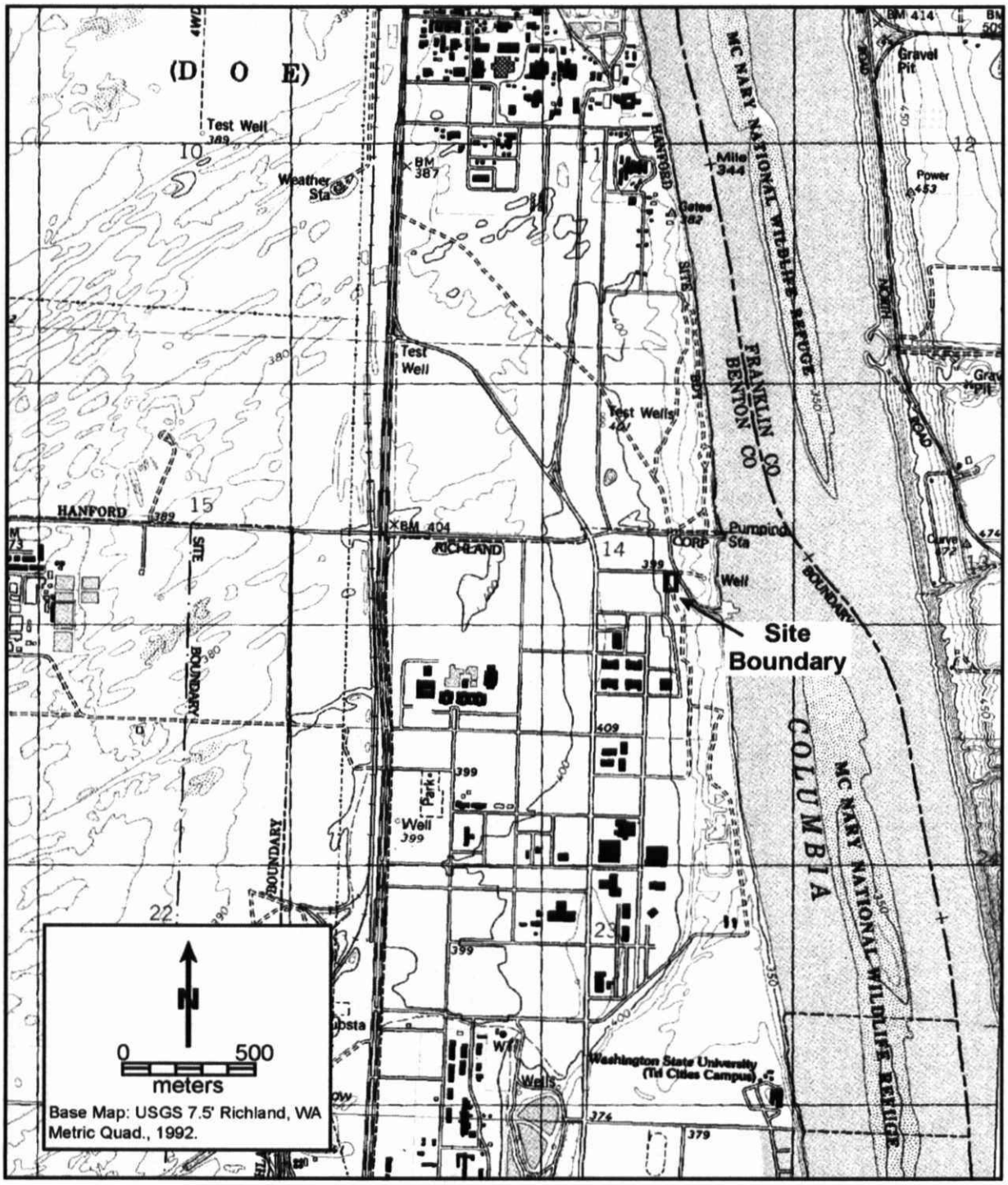
(see addendum sheet)

MANDATORY USGS MAP

***Quad Name:** Richland, WA

***Series:** 7.5' 1:24,000 series

***Date:** 1992 **Section**: 14



SKETCH MAP

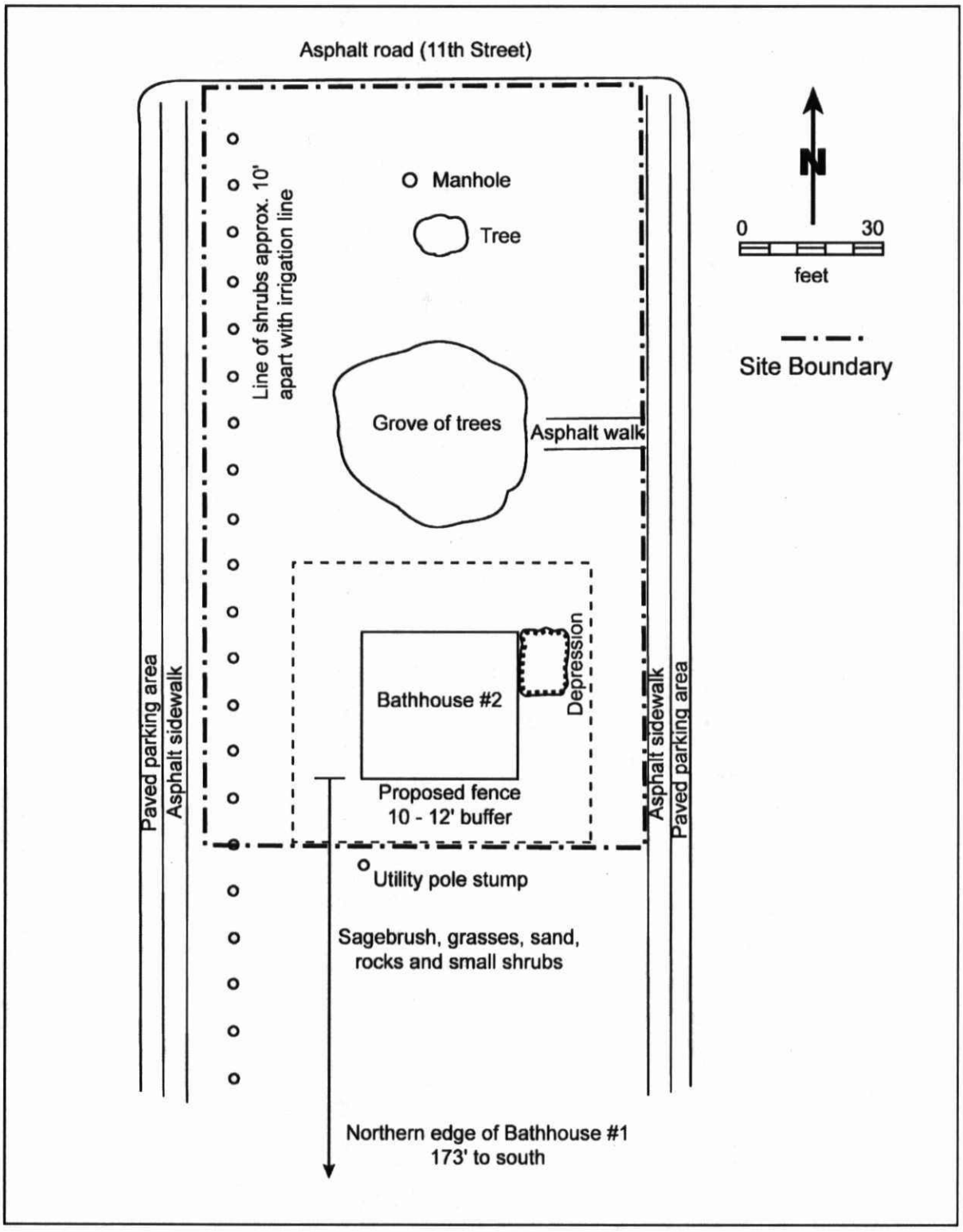


Figure 1. Sketch map of the foundation and manhole features.

Site Name: North Richland Construction Camp Northern Features

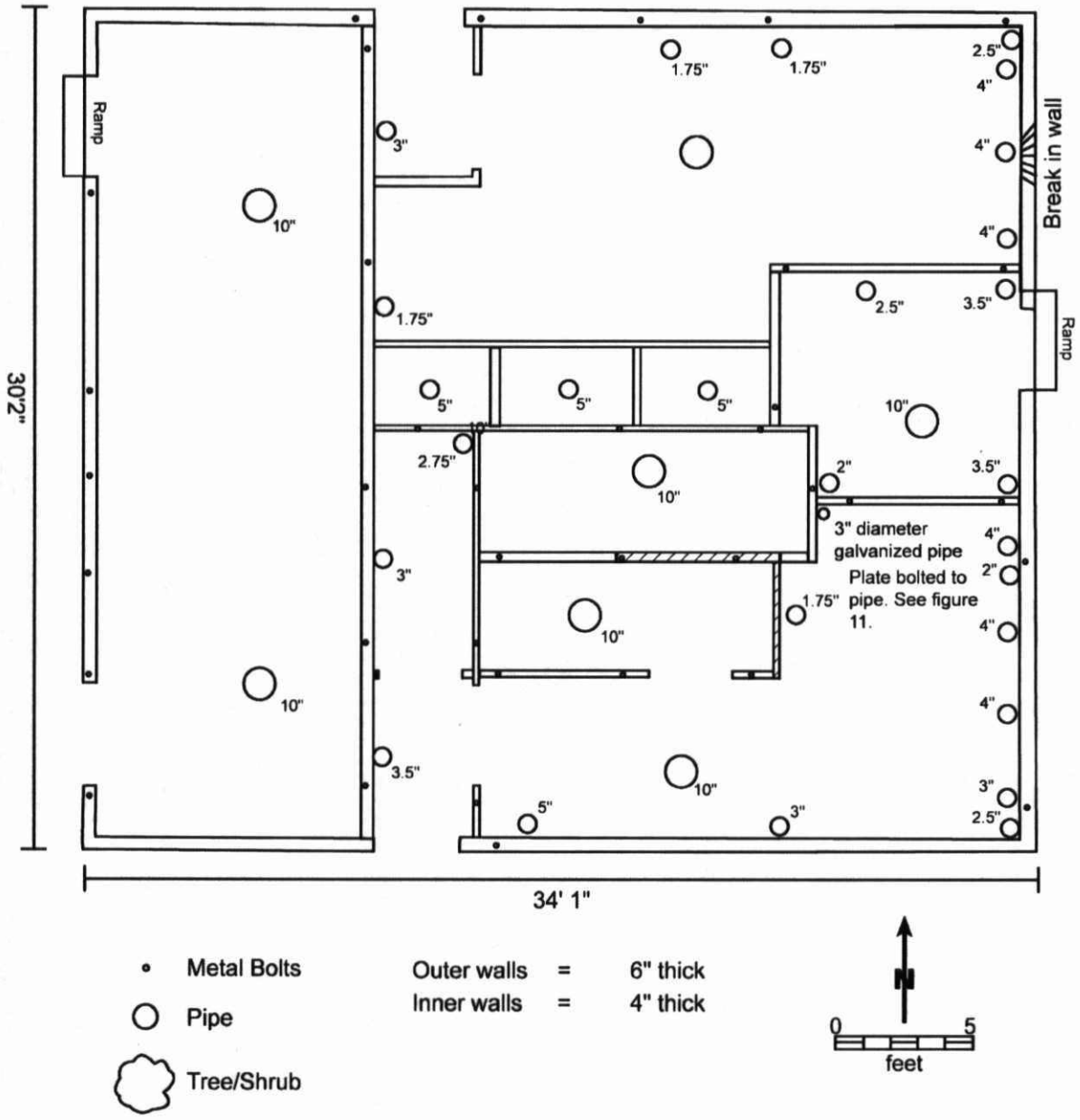


Figure 2. Sketch of the bathhouse foundation.

Site Name: North Richland Construction Camp Northern Features

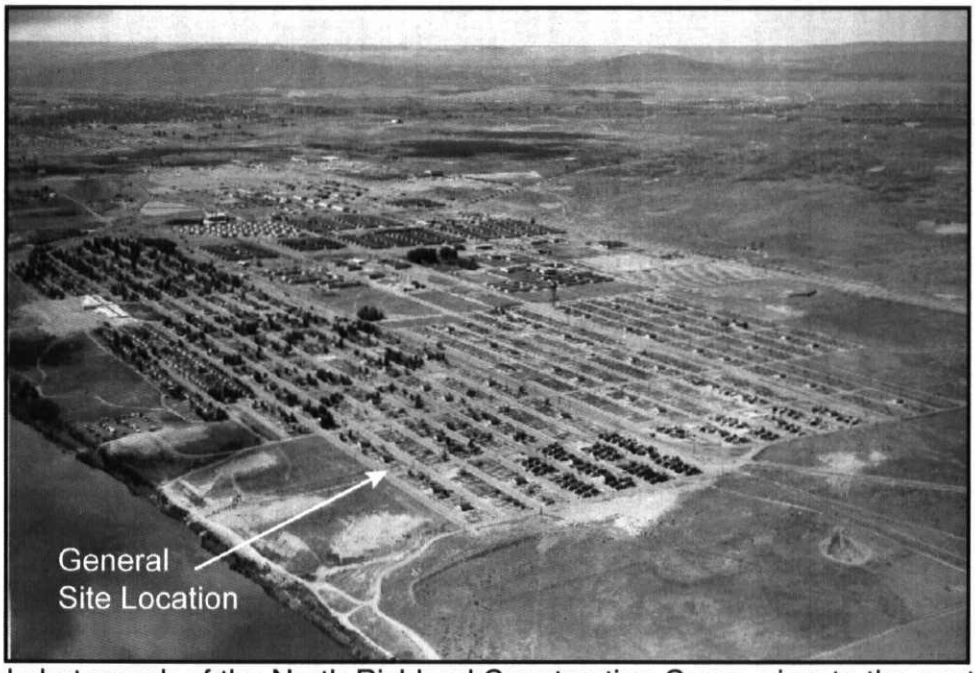


Figure 3. Aerial photograph of the North Richland Construction Camp, view to the southwest (Hanford Declassified Documents, Image #3582).

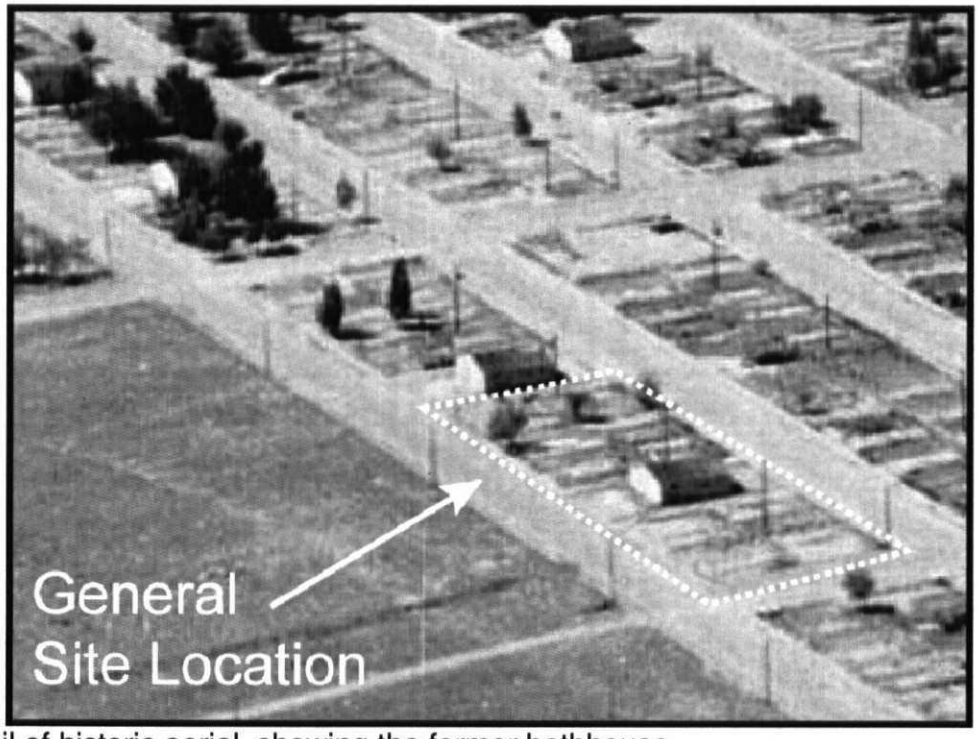


Figure 4. Detail of historic aerial, showing the former bathhouse.

ARCHAEOLOGICAL SITE INVENTORY FORM

Site No. PRA-08-05

CONTINUATION/ ADDENDUM SHEET

Site Name: North Richland Construction Camp Northern Features

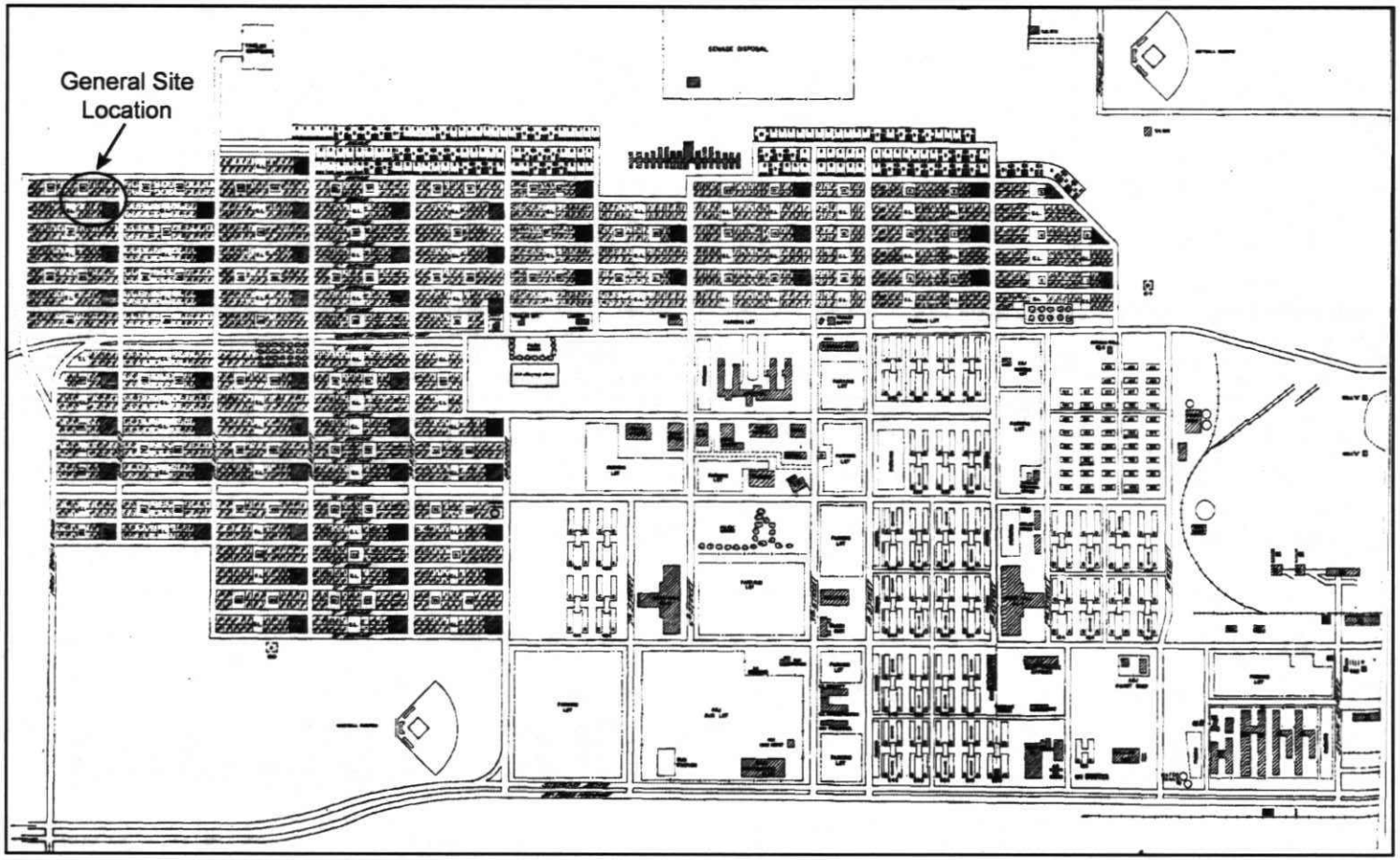


Figure 5. The northern section of the North Richland Construction Camp (DuPont 1945:49).

Revised 05/07

Site Name: North Richland Construction Camp Northern Features

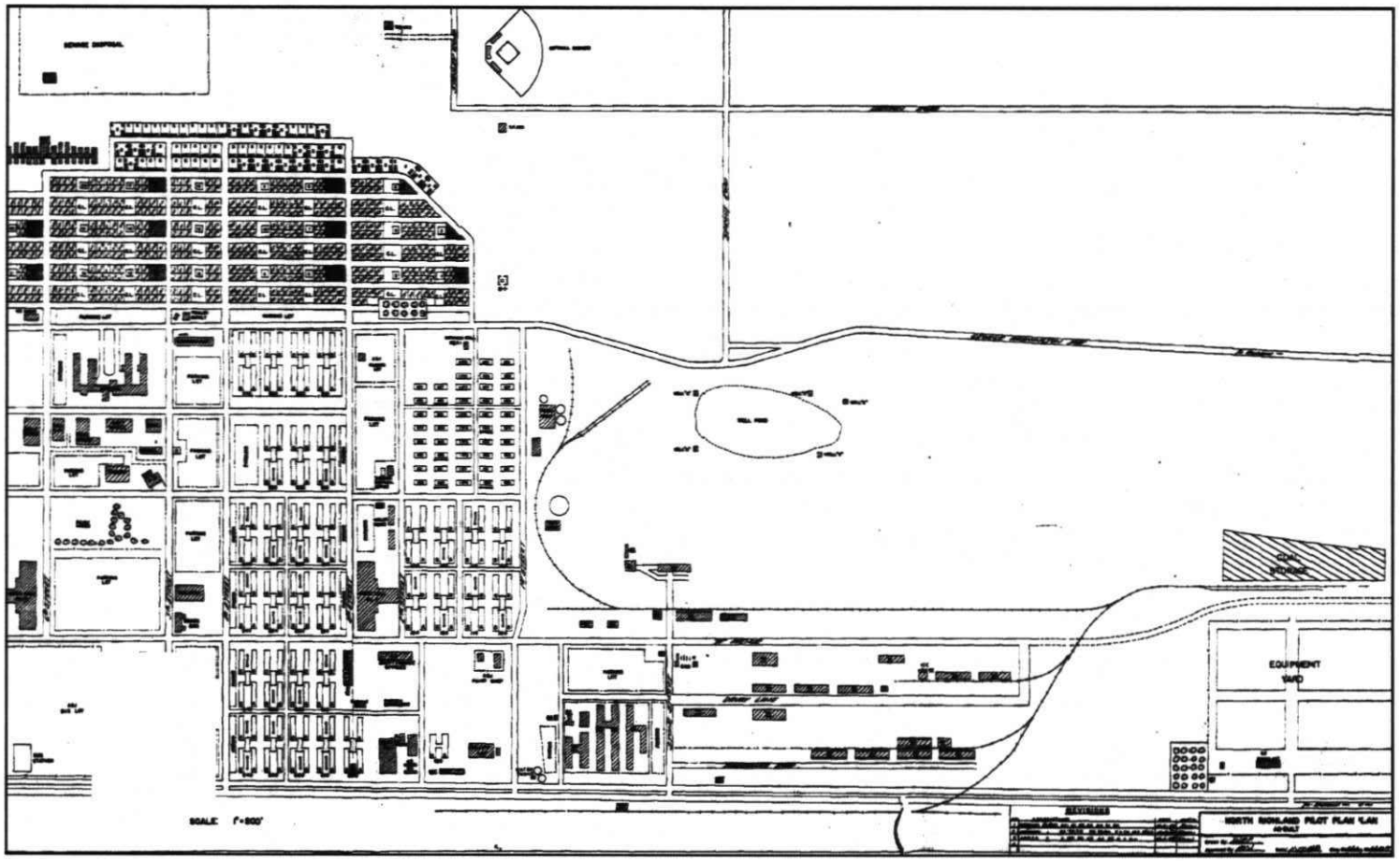


Figure 5. The southern section of the North Richland Construction Camp (DuPont 1945:48).

Site Name: North Richland Construction Camp Northern Features

Figure 6. Overview of bathhouse foundation. View to the southeast.

Figure 7. Sign place holder painted in foreground by Port of Benton officials. View to the west.

Site Name: North Richland Construction Camp Northern Features

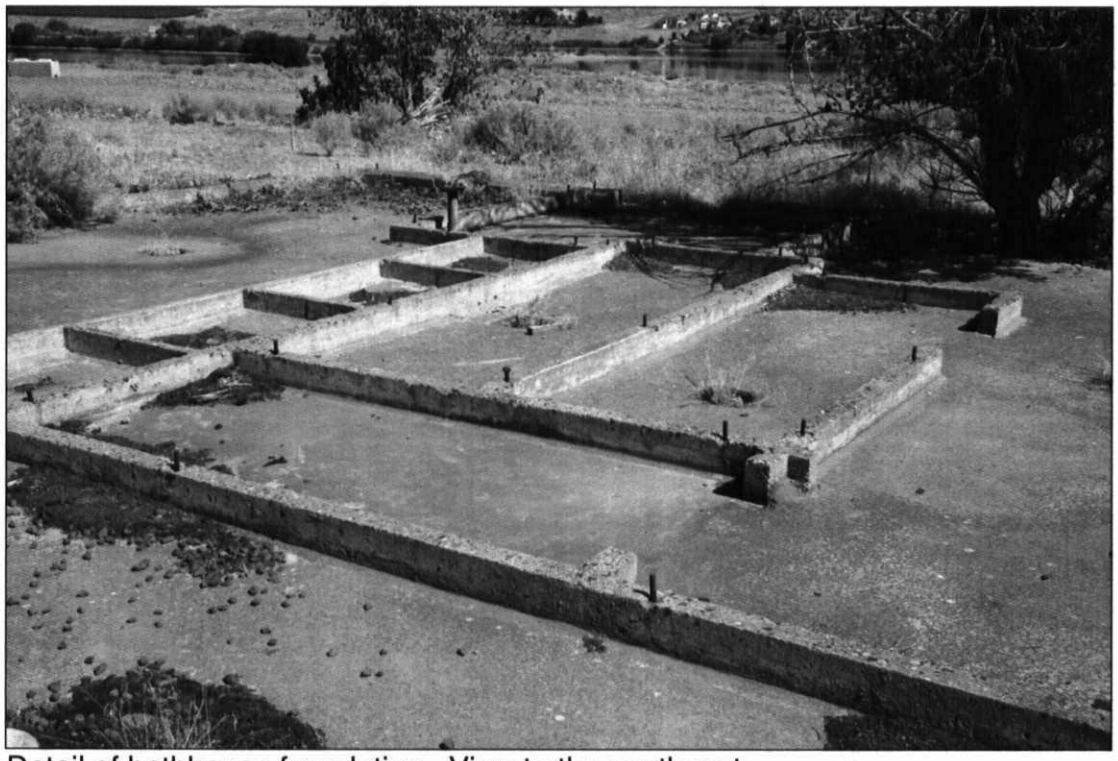


Figure 8. Detail of bathhouse foundation. View to the southeast.

Figure 9. Detail of bathhouse foundation. View to the east.

Site Name: North Richland Construction Camp Northern Features

Figure 10. Detail of bathhouse foundation showing break in the wall and bolts from walls protruding up the concrete.

Figure 11. Detail of bathhouse foundation showing a plate bolted to a pipe.

Site Name: North Richland Construction Camp Northern Features

Figure 12. Detail of the manhole opening.

Figure 13. Interior view of manhole showing debris at the base and ladder on the left.

Site Name: North Richland Construction Camp Northern Features

Site Form Addendum

RESEARCH REFERENCES

DuPont
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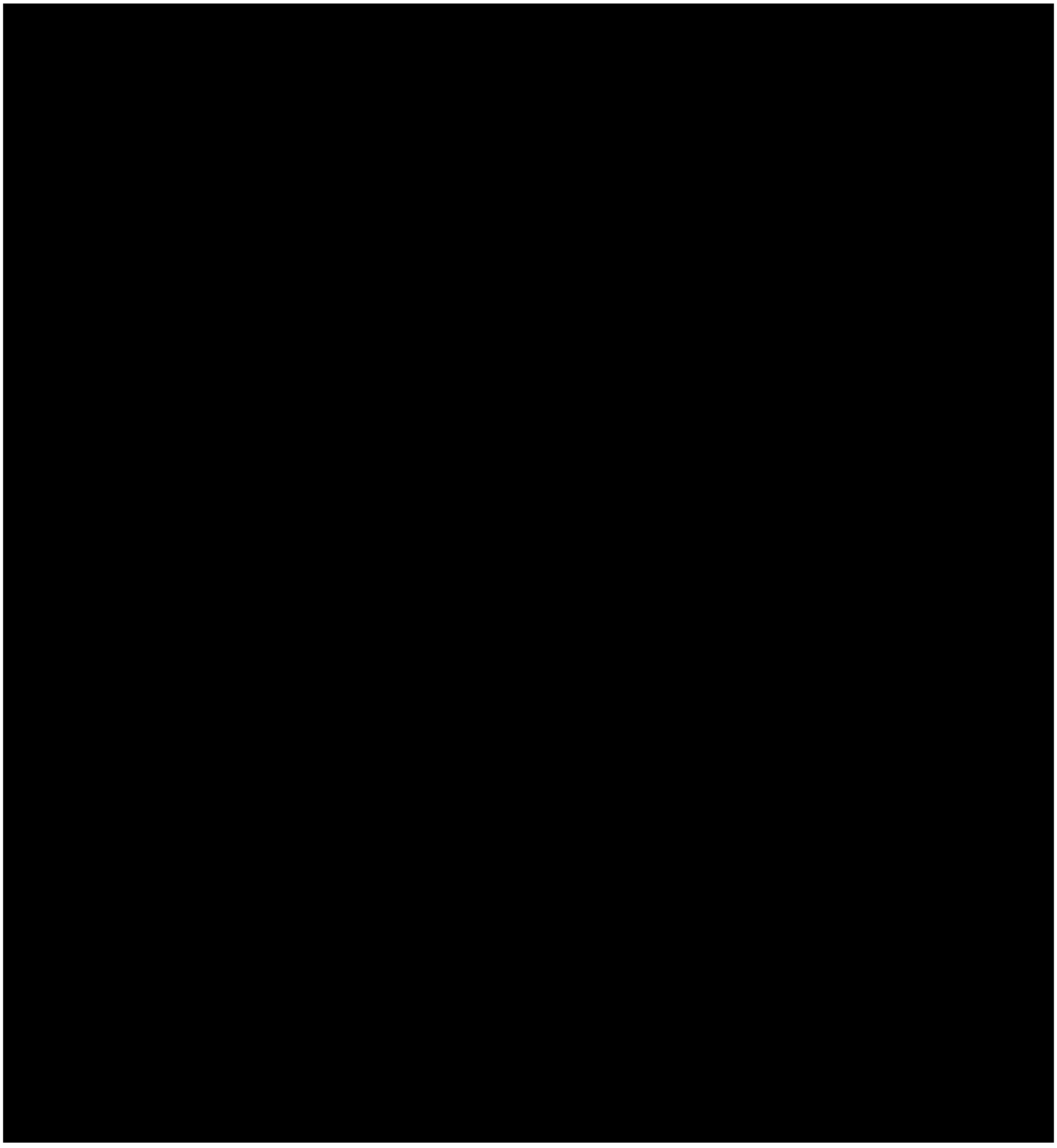
1864b *Township 10N, Range 28E Survey Notes.* Electronic document, http://www.blm.gov/or/landrecords/survey/ySrvy1.php, accessed May 19, 2008.



Meters

0 12.5 25 50 75 100

N

W E

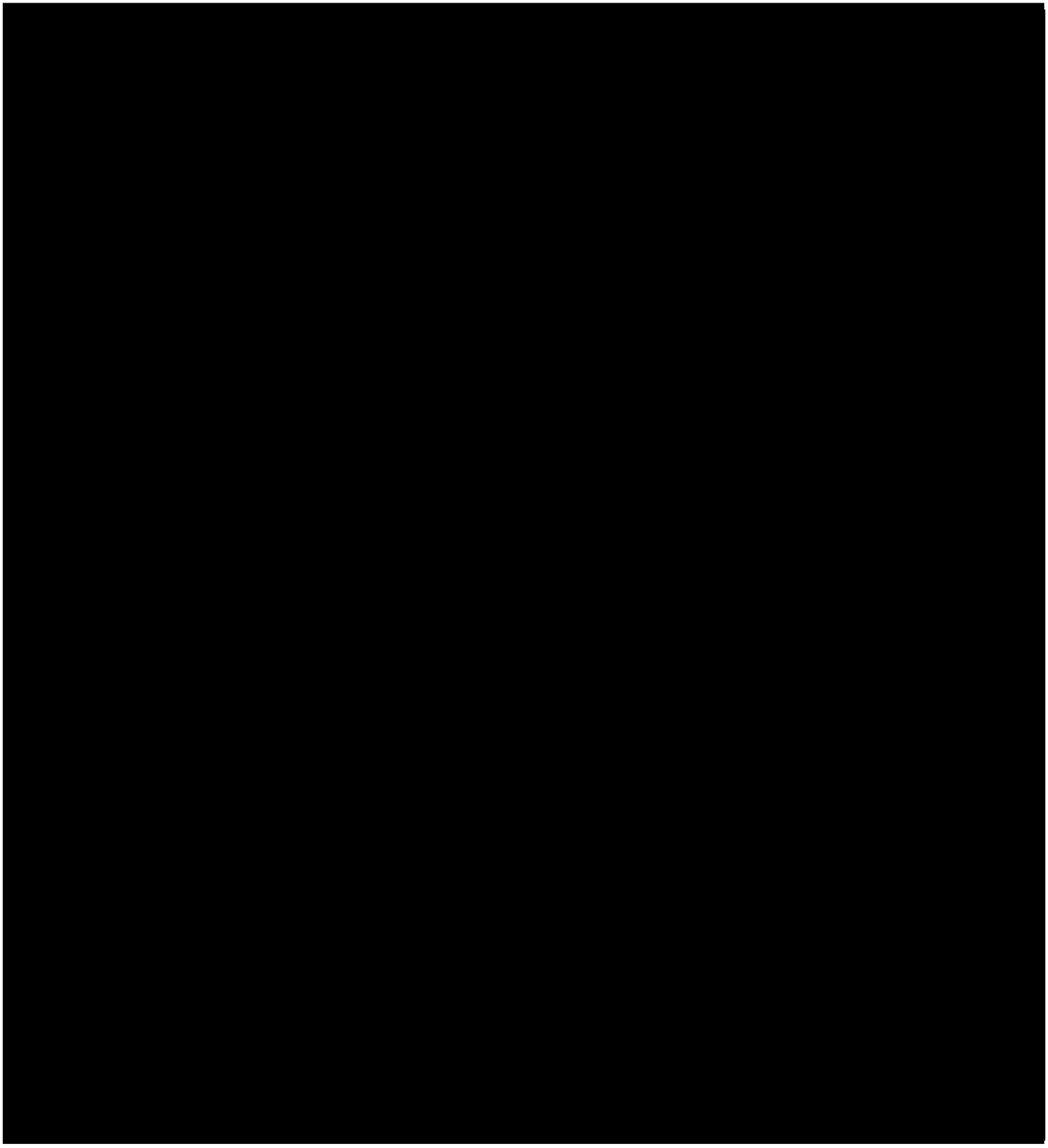
S

Legend

Site form location

WISSARD location

45BN1492 & 45BN1493
T.10N., R.28E., Section 14
ESRI DigitalGlobe Imagery
Scale 1:1,000



Kilometers

0 0.25 0.5 1 1.5 2

N

W E

S

Legend

Site form location

WISSARD location

45BN1492 & 45BN1493
T.10N., R.28E., Section 14
Richland, WA. USGS 7.5' Quad Map
Scale 1:24,000

STATE OF WASHINGTON
ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian No.: BN01955
***County:** Benton

***Date:** 6/30/2016 ***Compiler:** James Knobbs RPA **Human Remains?** No **DAHP Case No.:**

"Archaeological sites are exempt from public disclosure per RCW 42.56.300"

SITE DESIGNATION

Site Name: Port of Benton Barge Slip

Field/ Temporary ID: PoB-1

***Site Type(s)** *(Refer to the DAHP Survey and Inventory Guidelines Page 19)*:** Pre Contact Camp

SITE LOCATION

***USGS Quad Map Name(s):** Richland

***Legal Description: T**10 **R** 28 **E/W:** E **Section(s):** 14

Quarter Section(s): NW quarter of the SE quarter

***UTM: Zone** 11T **Easting** 325578 **Northing** 5135448 WSG 84

[redacted] **Elevation (ft/m):** 372 ft.

Other Maps: Benton County Assessor, GLO overlay **Type:** Tax parcel (aerial photo)

Scale: **Source:**

http://bentonpropertymax.governmaxa.com/propertymax/rover30.asp

Drainage, Major: Columbia River **Drainage, Minor:** **River Mile:** 343

Aspect: East **Slope:** 0-15º

***Location Description** *(General to Specific)*:** Located in the Eastern Washington sub-region, this site is in the Columbia Basin in the City of Richland on land transferred to the Port of Benton from the Atomic Energy Commission, just south of the Pacific Northwest Science Office lands.

[redacted]

[redacted]

SITE DESCRIPTION

Narrative Description** *(Overall Site Observations):** This site consists of several features consisting of exposed shell (some identifiable as *Margaritifera falcata*), undiagnostic bone fragments, basalt flakes, fire cracked rock, cobble tools and flaked cobbles and ccs flakes. It is located in what appears to be a borrow pit from some time post 1943 (Figure 1). Now (2016), the immediate area is impacted by wind, and has been described as a "blowout" (Morgan 1981; Hale 2000). There is extensive construction debris north and west of the site boundaries. The site appears to have been impacted by modern activities at several times. Besides being the location of a blowout, and a dump, it may been part of the staging area for the construction of the graving dock to the south and the water intake station to the north (Figure 2). Currently (Figure 3), the site is being impacted by unauthorized camping (Figure 4), off road vehicle use, and a two-track through the eastern end of the site (Figure 5). The site is currently deflated with successional and invasive flora dominating (Figure 6).

Site Dimensions** *(Overall Site Dimensions):**

*__Length:__ 62 m *__Direction: N-S__ x *__Width:__ 88 m *__Direction:__ E-W

*__Method of Horizontal Measurement:__ Google Earth

*__Depth:__ Unknown * __Method of Vertical Measurement:__ N/A

Vegetation** *(On Site):** *Ericameria nauseosa, Ulmus pumila, Poa secunda, Morus alba, Apocynum cannabinum, Bromus tectorum, Salix exigua, Poa secunda*.

Local: Riparian and sagebrush-steppe **Regional:** Columbia Basin

Landforms *(On Site)***:** Stabilized dune, terraces, Columbia River riparian. Soils: Quincy xeric torripsamments.

Local: Stabilized and active dunes, Columbia River shore.

Water Resources *(Type)***:** River **Distance:** Adjacent **Permanence:** Permanent

CULTURAL MATERIALS AND FEATURES

Narrative Description** *(Specific Inventory Details):** Primarily, the observed cultural materials are grouped into three distinct features, with a light scattering of artifacts (flakes, cobbles, FCR, shell and bone fragments) in between. Feature designations follow Wright and Hale (2000) in their 45BN30 site form.

Feature 3 is the most prominent concentration near the northeast edge of the site, bisected by a still used two-track. This feature is composed of bone fragments (~20) (Figure 7), shell fragments (~75), some of which are identifiable as *Margaritifera falcata* (Figure 8 and 9), flakes (Figure 10), and flaked cobbles and FCR (~10 each) (Figure 11). This feature appears to have been scattered further by vehicle usage and foot traffic, and currently occupies an area approximately 18m (N-S) by 15m (E-W).

Feature 1, near the southern edge of the site boundary is composed primarily of FCR (~8 fragments) (Figure 12), one unifacially modified grey CCS flake fragment (Figure 13), and several small shell fragments (~6) occupying an area approximately 1.5 meters square.

Feature 2 observations included 3 non-diagnostic mammal bone fragments, several modified cobbles (Figure 14), and 1 Quartzite cobble with multiple flake scars (Figure 15).

***Method of Collection:** Not collected, documented in place.

Location of Artifacts** *(Temporary/Permanent):** On site.

SITE AGE

Component:** Pre-contact ***Dates** *(Overall Site Age Approximation):** 1750CE-2000BP?

***Dating Method:** Artifact typology **Phase:** **Basis for Phase Designation:**

(Only those historic sites that meet the minimum National Register (36CFR60) age threshold (50 years of age or older) will be retained as historic archaeological records and assigned Smithsonian Trinomials by DAHP.)

SITE RECORDERS

Observed by: Darby Stapp, Heather Hansen, James Knobbs, and Rex Buck Jr.

Address: PO Box 1721 Richland, WA 99352

***Date Recorded:** 2/5/2016

Recorded by** *(Professional Archaeologist):** James Knobbs

***Organization:** Northwest Anthropology LLC ***Organization Phone Number:** 509-554-0441

***Organization Address:** PO Box 1721 Richland, WA 99352 ***Organization E-mail:** dstapp@pocketinet.com

Date Revisited: 5/27/2016 **Revisited By:** James Knobbs, Heather Hansen, Darby Stapp.

SITE HISTORY

Previous Archaeological Work** *(Specify the previous archaeological work done at this location. / If none, please put N/A here.):**

Hale, Laurie. 2000. 45BN30 Archaeological Site Form. February 2, 2000. Pacific Northwest National Laboratory***. Incorrectly identified as 45BN30, and mapped in the wrong location.***

Kiona, Greg and Jon Shellenberger. 2014. BN00028 Archaeological Site Form. April 14, 2014. Federal Columbia River Power System Monitoring Program at McNary and Little Goose Projects 2013, 2014, 2015. U.S. Army Corps of Engineers.

Morgan, Vera. 1981. 45BN30? Archaeological Site Form. April 20, 1981. Eastern Washington University. ***Incorrectly identified as 45BN30***.

Smith. 1947. 45-Bn-30 Archaeological Site Form. August 9, 1947. River Basin Survey. Smithsonian Institution. Washington, D.C.

LAND OWNERSHIP

***Owner:** Port of Benton

***Address:** 3250 PORT OF BENTON BLVD, RICHLAND, WA, 99354

***Tax Lot/ Parcel No:** 114084000001000

RESEARCH REFERENCES

Items/Documents Used In Research** *(Specify the documents used in research/ If no research was conducted, please put N/A here.):** WISAARD search, documenting the mis-location of 45BN30 (Figure 16).

USGS MAP

*__Quad Name(s):__ Richland

__*Series:__ 7.5'

__*Date(s):__ 1992

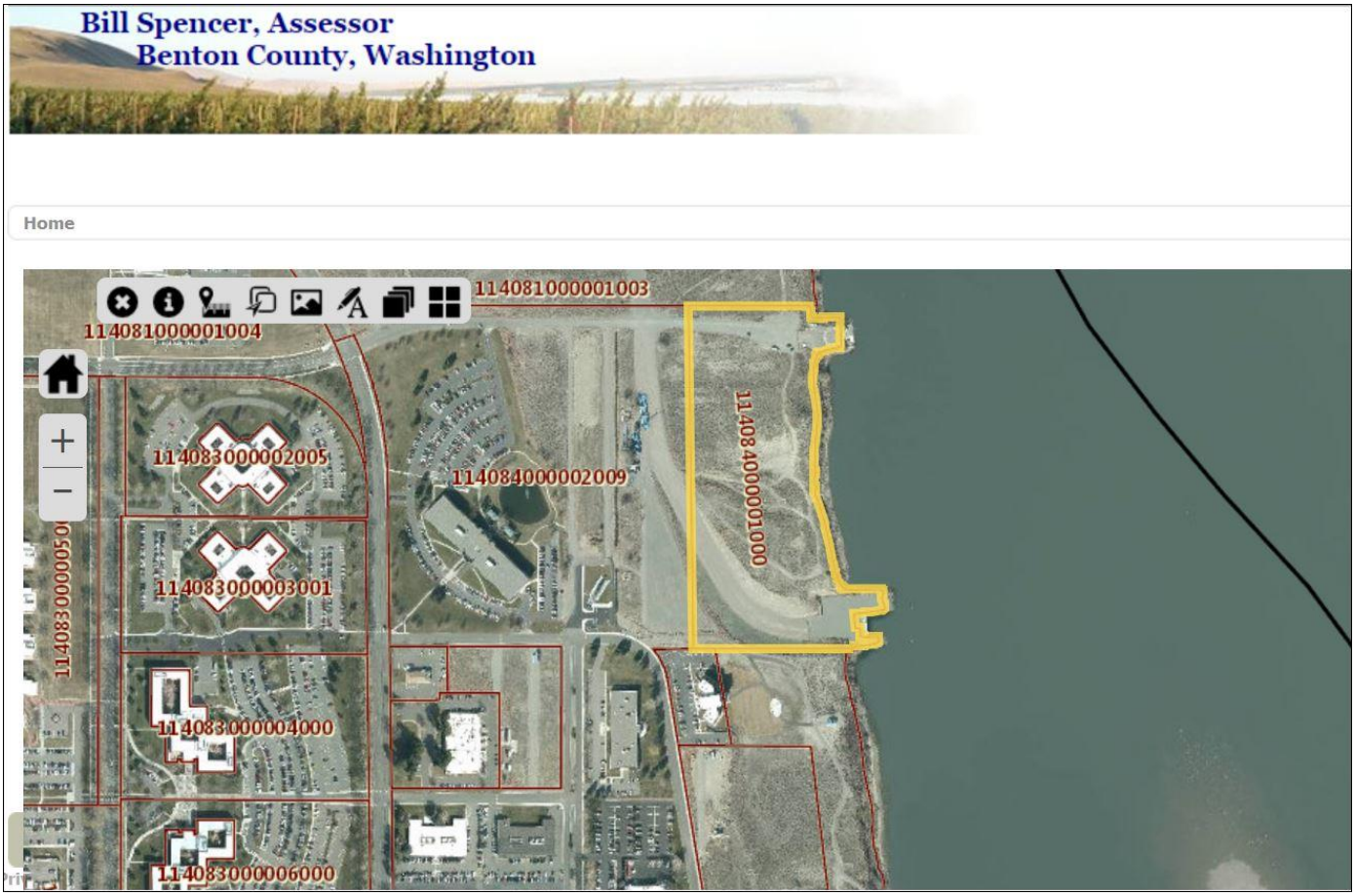
__*Legend:__ __Known Boundary Symbology:__ Green outline

__Possible Boundary Symbology:__

__Other Symbols__ *(Other Than USGS)*__:__

__*Scale:__ Included

***North Arrow** *(Magnetic/True North)*: True

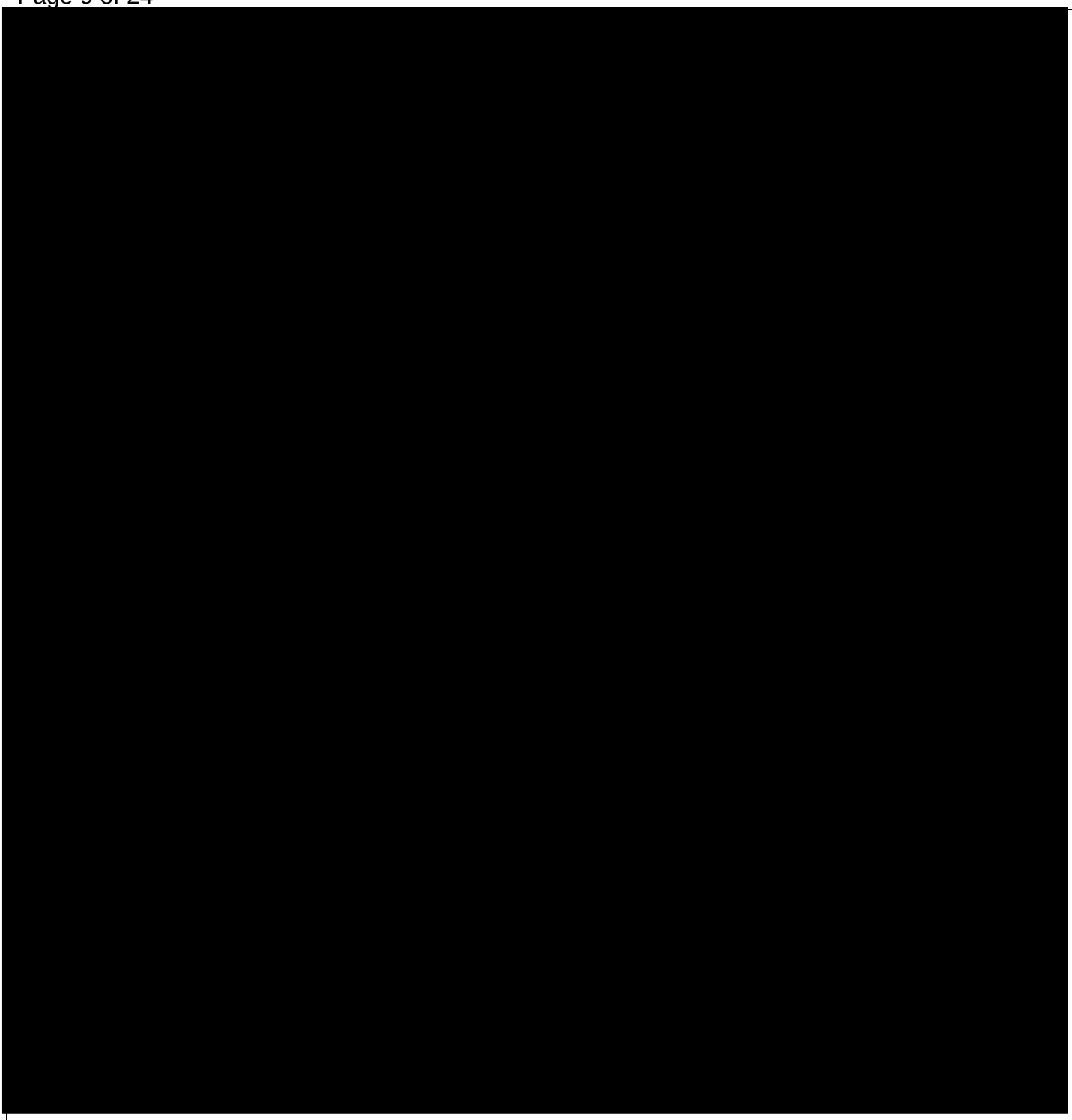


Benton County assessor's map of the site area with the parcel containing POB-1 outlined in yellow and the associated tax parcel number.

1865 GLO image overlain onto Google Earth Imagery, PoB-1 outlined in green, trail adjacent to site boundary.

SKETCH MAP

***Sketch Map Description:**

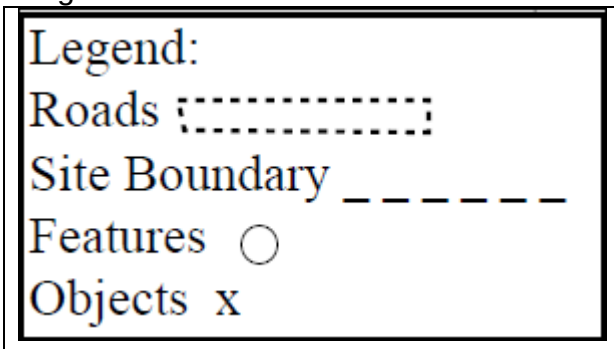


2000 sketch map by Mona Wright included in the 45BN30 site form. 2016 survey results concurred with her designations and boundaries.

***Legend:** **Known Boundary Symbology:** _ _ _ _

Possible Boundary Symbology: NA

Other Symbols *(Other Than USGS)***:**



***Scale:** Included

North Arrow** *(Magnetic/True North):** True, included

PHOTOGRAPH(S)

Photograph Description(s)** *(Include a representative sample of inventoried archaeological material and features, site location overviews, etc):**

Figure 1. 1943 aerial photograph of PoB-1 overlain on Google Earth to illustrate the lack of blowout at the location.

Figure 2. 1977 aerial photograph of PoB-1 overlain on Google Earth to illustrate the disturbance in the area at this time.

Figure 3. 2015 Google Earth image of the area around PoB-1.

Figure 4. Remains of a recent campfire within PoB-1.

Figure 5. Impacts on PoB-1 from off-road driving. Near feature 1, facing south.

Figure 6. Overview of the “blowout” in PoB-1 facing east.

Figure 7. Non-diagnostic bone fragment associated with Feature 3.

Figure 8. Diagnostic *Margaritifera falcata* shell fragment in Feature 3.

Figure 9. Scattered shell fragments in Feature 3.

Figure 10. Basalt flake in Feature 3.

Figure 11. Scatter of FCR and flaked cobbles in Feature 3.

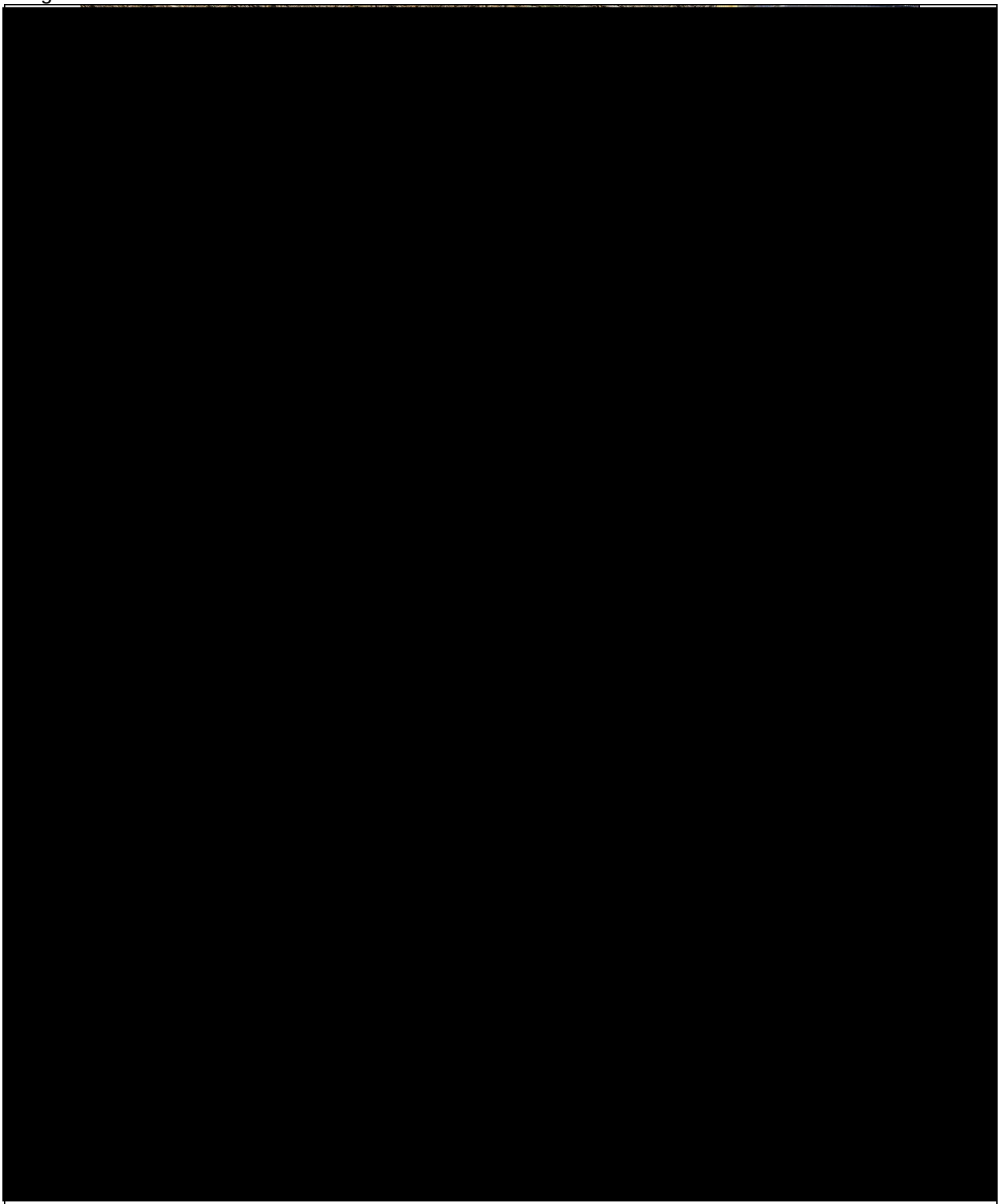


Figure 13. Unifacially retouched CCS flake associated with Feature 1.

Figure 14. Flaked cobble associated with Feature 2.

Figure 15. Flaked quartzite cobble associated with Feature 2.

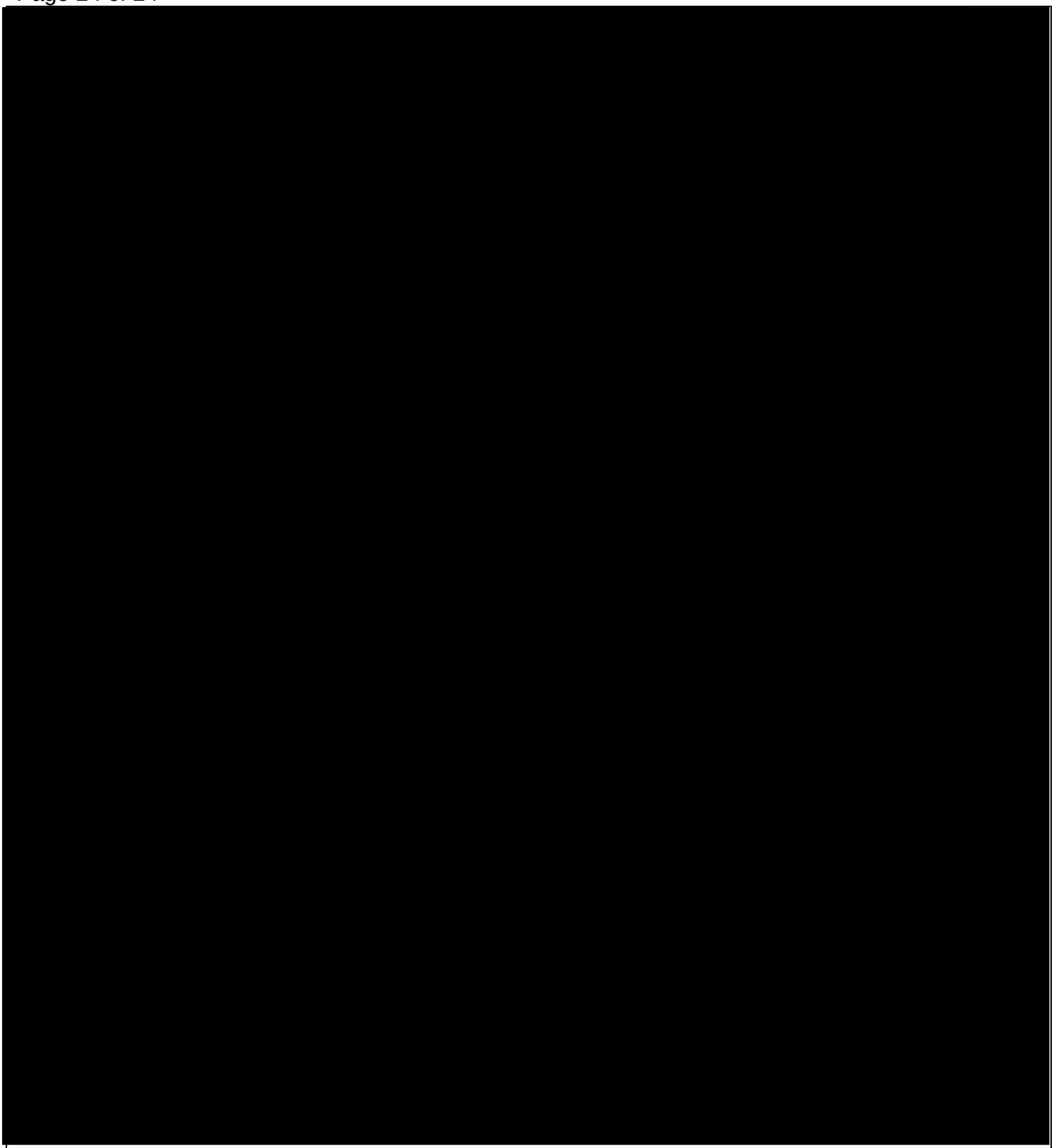


Figure 16. Map illustrating the mis-location of 45BN30.

BN01955 = POB-1

NORTHWEST ANTHROPOLOGY

To: Washington Department of Archaeology and Historic Preservation
From: Darby C. Stapp. PhD, RPA
Date: July 7, 2016

This information pertains to the accompanying archaeological site form identified as Temporary # POB-1.

- POB-1 was first identified in 1981 by Vera Morgan, who suggested that the site might be the same as 45BN30, recorded by the Smithsonian in 1947. We do not believe in retrospect that POB-1 is 45BN30, as both the legal description and accompanying map place 45BN30 over a mile upriver of POB-1 in the 1947 documentation.
- POB-1 was re-recorded in 2000 by Laurie Hale and others from Pacific Northwest National Laboratory. The investigators used the 45BN30 identifier. The site location was then mistakenly placed north of Horn Rapids Road, where it is currently shown in WISAARD, rather than its actual location south of Horn Rapids Road.
- A 2014 visit by Shellenberger and Kiona located POB-1, but the investigators were not aware of its previous recording (probably because it appears in the wrong location on WISAARD). Based upon the resources identified at POB-1, referred to as Thermal Feature 1, and a second thermal feature (2) located just downriver, the investigators recommended that the site boundary for a nearby site (45BN28/104) be extended to encompass the two thermal features. This recommendation was accepted by DAHP staff in 2015, and several acres of Port of Benton land is now classified as part of archaeological site 45BN28/104.
- Our investigation of POB-1 and surrounding areas and review of the Shellenberger and Kiona information do not support the extension of the 45BN28/104 boundary on to Port of Benton lands. We could not re-locate Thermal Feature 2, Thermal Feature 1 is better identified as part of POB-1, and no archaeological evidence could be found in other areas currently included within the 45BN28/104 extension north of POB-1 to Horn Rapids Road. There is no doubt that the entire area is archaeologically sensitive and archaeological deposits may be located subsurface, but my understanding of Washington State Law is that to be considered a prehistoric archaeological site, there needs to be definitive archaeological evidence.
- My professional recommendations are that 1) POB-1 should be given a permanent archaeological site number; 2) the accompanying site form should be used as the primary site form for POB-1, and current records associated with 45BN30 (except for the original 1947 form) on WISAARD should be added to the POB-1 files and the location of the current 45BN30 location on WISAARD should be removed; 3) the 45BN28/104 site boundary extension on to Port of Benton lands should be withdrawn to the original boundary; 4) the original 45BN30 should be mapped in WISAARD in the legal location identified by the original researcher (Smith 1947).

P.O. Box 1721 Richland,WA 99352 509-554-0441

Vicinity Map

Exhibit 2

Item: 3420 George Washington Way - Shoreline Permit
Applicant: Jessica Ngo, PND Engineers, Inc.
File #: PLN-T2-2026-00023 & PLN-T1-2026-00465

N

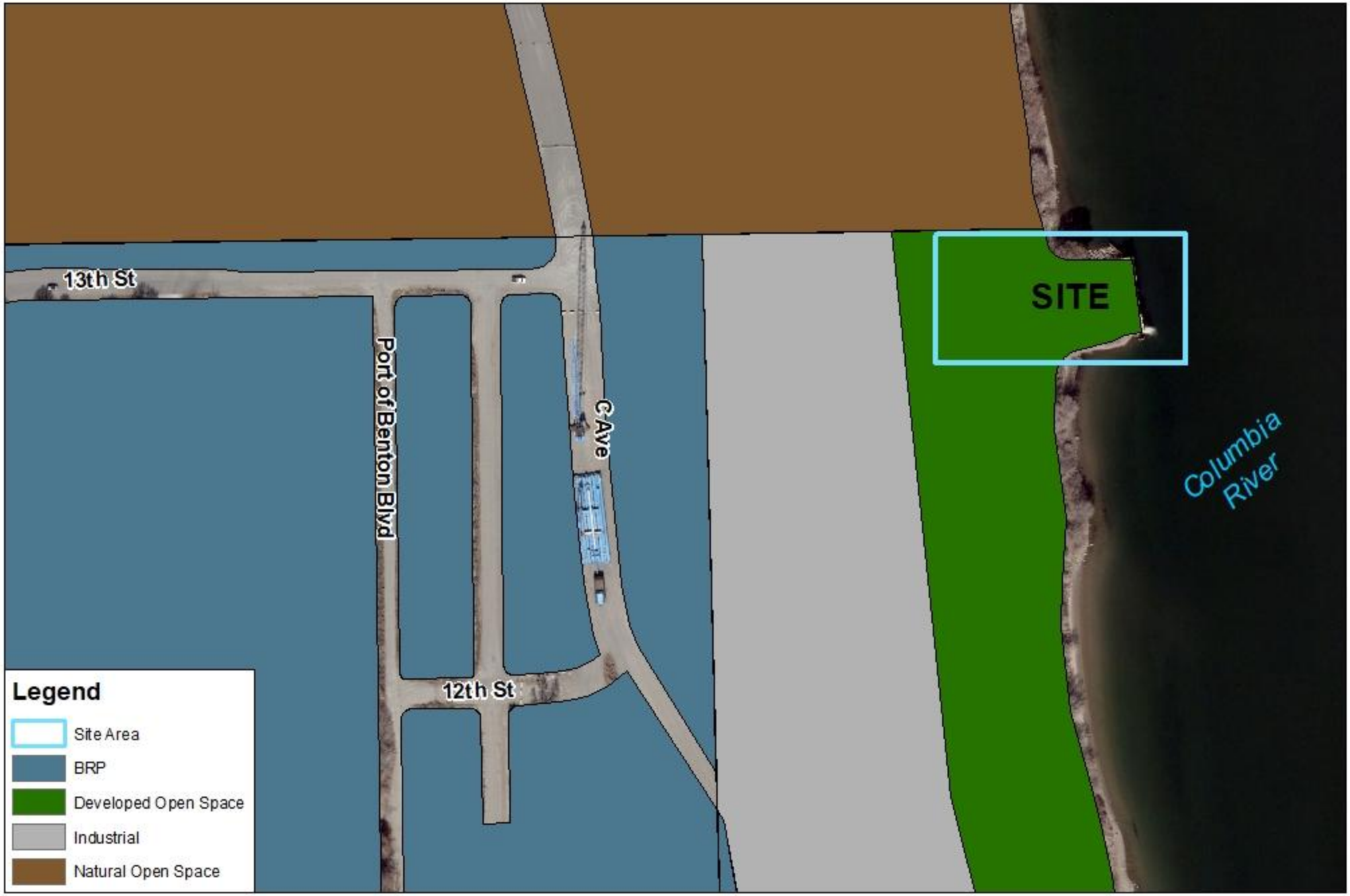
0 60 120 240 Feet

Zoning Map

Item: 3420 George Washington Way - Shoreline Permit
Applicant: Jessica Ngo, PND Engineers, Inc.
File #: PLN-T2-2026-00023 & PLN-T1-2026-00465

Land Use Map

Item: 3420 George Washington Way - Shoreline Permit
Applicant: Jessica Ngo, PND Engineers, Inc.
File #: PLN-T2-2026-00023 & PLN-T1-2026-00465



Shoreline Map

Item: 3420 George Washington Way - Shoreline Permit
Applicant: Jessica Ngo, PND Engineers, Inc.
File #: PLN-T2-2026-00023 & PLN-T1-2026-00465

N

0 60 120 240 Feet

Transportation Map

Item: 3420 George Washington Way - Shoreline Permit
Applicant: Jessica Ngo, PND Engineers, Inc.
File #: PLN-T2-2026-00023 & PLN-T1-2026-00465

N

0 60 120 240 Feet

Easement Map

Item: 3420 George Washington Way - Shoreline Permit
Applicant: Jessica Ngo, PND Engineers, Inc.
File #: PLN-T2-2026-00023 & PLN-T1-2026-00465

Utility Map

Item: 3420 George Washington Way - Shoreline Permit
Applicant: Jessica Ngo, PND Engineers, Inc.
File #: PLN-T2-2026-00023 & PLN-T1-2026-00465

Exhibit 3

CITY OF RICHLAND
PLANNING DIVISION
625 Swift Boulevard, MS-35
Richland, WA 99352
(509) 942-7794

NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (PLN-T2-2026-00023 & PLN-T1-2026-00465)

Notice is hereby given that Jessica Ngo of PND Engineers Inc, on behalf of the property owner, Port of Benton, has applied for a Shoreline Management Substantial Development to deploy zero emission shore-side power infrastructure and expand existing mooring capacity at the High Dock. The proposed project has been determined to be consistent with the City of Richland's Title 23 – Zoning, Title 26 – Shoreline Management, and Chapter 22.10 – Critical Area Ordinance.

Project Site: The project site is located at 3420 George Washington Way, Richland, WA 99354.

Public Hearing: The City of Richland Hearing Examiner will conduct a public hearing and review of the application at 6:00 p.m., **Monday, August 10, 2026**, in the Richland City Hall Council Chambers, 625 Swift Boulevard. All interested parties are invited to participate and present testimony at the public hearing.

Environmental Review: The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development**.**

The environmental checklist and related project information are available to the public and can be viewed at https://www.richlandwa.gov/business/land-use-actions.

Public Comment: Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Ryan Nelson, Senior Planner, 625 Swift Boulevard, MS #35, Richland, WA 99352. Comments may also be emailed to planning@ci.richland.wa.us.

Comment Period Starts: July 1, 2026
Comment Period Ends: August 10, 2026 at 6:00pm

Written comments must be received no later than 5:00 p.m. on Friday July 31, 2026, to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

Appeal: The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 26 Shoreline Master Program. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 26.50.110. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.

Vicinity Map

Item: 3420 George Washington Way - Shoreline Permit
Applicant: Jessica Ngo, PND Engineers, Inc.
File #: PLN-T2-2026-00023 & PLN-T1-2026-00465

McClatchy

The Beaufort Gazette
The Belleville News-Democrat
Bellingham Herald
Centre Daily Times
Sun Herald
Idaho Statesman
Bradenton Herald
The Charlotte Observer
The State
Ledger-Enquirer
Durham | The Herald-Sun
Fort Worth Star-Telegram
The Fresno Bee
The Island Packet
The Kansas City Star
Lexington Herald-Leader
The Telegraph - Macon
Merced Sun-Star
Miami Herald
El Nuevo Herald
The Modesto Bee
The Sun News - Myrtle Beach
Raleigh News & Observer
Rock Hill | The Herald
The Sacramento Bee
San Luis Obispo Tribune
Tacoma | The News Tribune
Tri-City Herald
The Wichita Eagle
The Olympian

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
51422	IPL0353376	Legal Ad - IPL0353376	2026.07.01 HE PHN PLN-T2-2026	2.0	92.0L

ATTENTION: CITY OF RICHLAND/LEGALS IP
625 SWIFT BLVD. MS-11
RICHLAND, WA 99352
janderson@ci.richland.wa.us;tclark@ci.richland.wa.us;purchasing@ci.richland.wa.us

CITY OF RICHLAND
NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS
(PLN-T2-2026-00023 & PLN-T1-2026-00465)

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Published: Wednesday, July 1, 2026
IPL0353376
Jul 1 2026

COUNTY OF BENTON)
SS
STATE OF WASHINGTON)

the undersigned, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, and that said newspaper was regularly distributed to its subscribers during all of this period.

1.0 insertion(s) published on:
07/01/26 Print

Print Tearsheet Link

Marketplace Link

Julie Ambry

Sworn to and subscribed before me on Jul 1, 2026, 10:45 AM EDT

MARY CASTRO
ELECTRONIC NOTARY PUBLIC
STATE OF TEXAS
COMMISSION # 134932849
MY COMMISSION EXPIRES 6/5/2028

Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNiX®

CITY OF RICHLAND
NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS
(PLN-T2-2026-00023 & PLN-T1-2026-00465)

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Published: Wednesday, July 1, 2026
IPL0353376
Jul 1 2026

AFFIDAVIT OF POSTING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, **Ryan Nelson**, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.

2. On the 1st day of July, 2026, I posted the attached NOTICE OF PUBLIC HEARING, File Numbers PLN-T2-2026-00023 and PLN-T1-2026-00465 (Shoreline Substantial Development Permit) at the following location:

   Facing west on the north side of the eastern terminus of the intersection of 13th Street and C Avenue.

Signed: Ryan Nelson

SIGNED AND SWORN to before me this 1st day of July, 2026, by Ryan Nelson.

JODI HOGAN NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 9-17-28 24026835

Signature of Notary

Jodi Hogan
Printed Name

Notary Public in and for the State of Washington,

Residing in 625 Swift Blvd, Richland, WA

My appointment expires: 9-17-28

AFFIDAVIT OF MAILING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

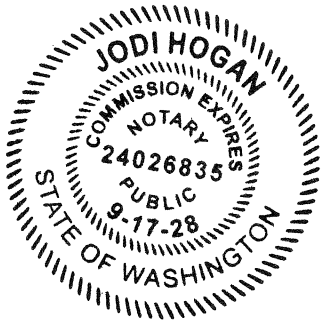
COMES NOW, Ryan Nelson, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.

2. On the 1st day of July ,2026 I mailed a copy of the attached NOTICE OF PUBLIC HEARING (PLN-T2-2026-00023 & PLN-T1-2026-00465) to the attached list of individuals via regular USPS on the date indicated above. The City of Richland Hearing Examiner will conduct a public hearing and review of the application on August 10, 2026.

Signed: Ryan Nelson

SIGNED AND SWORN to before me this 1st day of July, 2026 by Jodi Hogan.



Notary Public in and for the State of Washington,

Jodi Hogan
Print Name

Residing at 625 Swift Blvd, Richland, WA

My appointment expires: 9-17-28

Address list attached.

owner	addr_line1	addr_state	addr_city	addr_zip	situs_num
DEPARTMENT OF ENERGY	PO BOX 550	WA	RICHLAND	99352	
KAMBASH LLC	8620 W GAGE BLVD STE A	WA	KENNEWICK	99336	3240
PORT OF BENTON	3250 PORT OF BENTON BLVD	WA	RICHLAND	99354	3420

situs_street	situs_city	situs_state	situs_zip
UNDETERMINED	RICHLAND	WA	99352
RICHARDSON RD	RICHLAND	WA	99354
GEORGE WASHINGTON WAY	RICHLAND	WA	99354

Exhibit 4

CITY OF RICHLAND
PLANNING DIVISION
625 Swift Boulevard, MS-35
Richland, WA 99352
(509) 942-7794

Richland

CITY OF RICHLAND
Determination of Non-Significance (DNS)

File No.:	PLN-T1-2026-00465
Description of Proposal:	High Dock Improvements
Proponent:	Jessica Ngo PND Engineers Inc. 3240 Eastlake Avenue East Seattle, WA 98102
Location of Proposal:	3420 George Washington Way
Lead Agency:	City of Richland

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

( ) There is no comment for the DNS.

( ) This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for fourteen days from the date of issuance.

(**x**) This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Mike Rizzitiello
Position/Title: Development Services Director
Address: 625 Swift Blvd., MS #35, Richland, WA 99352
Date: August 03, 2026
Comments Due: July 31, 2026

Signature

Exhibit 5

From: Kelly,Melissa S (CONTR) <MSKelly@bpa.gov>
Sent: Thursday, July 2, 2026 11:10 AM
To: Planning
Cc: Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ
Subject: RE: 3420 George Washington Way - Shoreline Substantial Development Permit

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Dear Mr. Nelson,

Bonneville Power Administration (BPA) has had the opportunity to review 3420 George Washington Way - Shoreline Substantial Development Permit.

In researching our records, we have found that this proposal will not directly impact BPA facilities approximately 0.91 miles west of the subject property. BPA does not have any objections to the approval of this request at this time.

If you have any questions or need additional information, please feel free to contact RS Info at 360-624-4767 or by email at vlconnell@bpa.gov.

Thank you for the opportunity to review this application.

Regards,
Melissa Kelly
BONNEVILLE POWER ADMINISTRATION
DEPARTMENT OF ENERGY
(CONTR) Actalent
Realty Technician 2 | Real Property Field Services | TERR/Tri-Cities-RMHQ
mskelly@bpa.gov | 509-544-4747

From: Planning <planning@ci.richland.wa.us>
Sent: Wednesday, July 1, 2026 11:49 AM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Ballard, Jennifer <jballard@richlandwa.gov>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; BFTdevelopmentreview@bft.org; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@richlandwa.gov>; Damien Hooper - BC Planning Manger <damien.hooper@co.benton.wa.us>; Davis, Deanna <d.davis@bces.wa.gov>;

Rodgers,Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>; Deskins, John <jdeskins@richlandwa.gov>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@richlandwa.gov>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jason McShane <jmcshane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; Kinch,James L (BPA) - TERR-BELL-1 <JLKinch@bpa.gov>; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve <skramer@richlandwa.gov>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@richlandwa.gov>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@richlandwa.gov>; Nelson, Ryan <rnelson@richlandwa.gov>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@richlandwa.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <jreathaford@richlandwa.gov>; Reed, Chase <creed@richlandwa.gov>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rizzitiello, Mike <mrizzitiello@richlandwa.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@richlandwa.gov>; Schiessl, Joe <jschiessl@richlandwa.gov>; Schluter, Shaun <sschluter@richlandwa.gov>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; Connell,Valorie L (BPA) - TERR-PASCO <VLConnell@bpa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Whittier, John <jwhittier@richlandwa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@richlandwa.gov>

Subject: 3420 George Washington Way - Shoreline Substantial Development Permit

Good Morning,

Jessica Ngo of PND Engineers Inc., on behalf of the property owner, Port of Benton, has applied for a Shoreline Management Substantial Development Permit (PLN-T2-2026-00023 & PLN-T1-2026-00465) to to deploy zero emission shore-side power infrastructure and expand existing mooring capacity at the High Dock.

The project site is located at 3420 George Washington Way, Richland, WA 99354 and is generally located at the eastern terminus of 13th Street at the Columbia River. This project has been posted to the SEPA Register as #202602777.

Please view the referral packet at https://www.richlandwa.gov/business/land-use, as the file is too large to send via email, and review the material relative to your agency's regulations. Submit any comments no later than **5:00 PM on July 31, 2026** to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

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From: Chris Sittman <CSittman@kid.org>
Sent: Tuesday, July 7, 2026 2:20 PM
To: Planning
Cc: Wendy Durado
Subject: RE: 3420 George Washington Way - Shoreline Substantial Development Permit

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

KID has no comments.

Chris D. Sittman
Engineering Dept./CAD Specialist
Kennewick Irrigation District
2015 S. Ely Street
Kennewick, WA 99337
(509) 586-6012 ext. 119
Cell: (509) 873-1123

KENNEWICK IRRIGATION DISTRICT

From: Planning <planning@ci.richland.wa.us>
Sent: Wednesday, July 1, 2026 11:49 AM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Ballard, Jennifer <jballard@richlandwa.gov>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; BFTdevelopmentreview@bft.org; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@richlandwa.gov>; Damien Hooper - BC Planning Manger <damien.hooper@co.benton.wa.us>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@richlandwa.gov>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@richlandwa.gov>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jason McShane <JMcShane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; JLKinch@bpa.gov; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper

<kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; Kramer, Steve <skramer@richlandwa.gov>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@richlandwa.gov>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@richlandwa.gov>; Nelson, Ryan <rnelson@richlandwa.gov>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@richlandwa.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <jreathaford@richlandwa.gov>; Reed, Chase <creed@richlandwa.gov>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rizzitiello, Mike <mrizzitiello@richlandwa.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@richlandwa.gov>; Schiessl, Joe <jschiessl@richlandwa.gov>; Schluter, Shaun <sschluter@richlandwa.gov>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth Defoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; Val Connell <vlconnell@bpa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Whittier, John <jwhittier@richlandwa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@richlandwa.gov>

Subject: 3420 George Washington Way - Shoreline Substantial Development Permit

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

Jessica Ngo of PND Engineers Inc., on behalf of the property owner, Port of Benton, has applied for a Shoreline Management Substantial Development Permit (PLN-T2-2026-00023 & PLN-T1-2026-00465) to to deploy zero emission shore-side power infrastructure and expand existing mooring capacity at the High Dock.

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Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

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BENTON CLEAN AIR AGENCY

July 13, 2026

Re: PLN-T1-2026-00465
Applicant/Proponent: PND Engineers Inc
Attn: Jessica Ngo
3240 Eastlake Ave East
Seattle, WA 98102

Planning Division
625 Swift Blvd., MS-35
Richland, WA 99352

Dear Richland Planning Division:

It has come to our attention that you are reviewing a proposal for the above-named applicant in which a parcel or parcels will be disturbed for development. Because these activities may cause possible fugitive dust emissions, we would like to take this opportunity to provide information to ensure that the applicant takes reasonable steps to control the dust from his/her project.

The Benton Clean Air Agency (BCAA) requires the applicant submit a Proof of Contact: Soil Destabilization Notification for this project prior to any excavation/construction taking place. This will ensure that the proponent has the ability and resources to control fugitive dust emissions that may be created because of construction activities. This will also inform them of the regulations and requirements of the BCAA. Additionally, a written dust control plan must be developed and maintained for all soil destabilization projects and must be readily available upon request by the BCAA. Part of this plan is submitting the name of at least one person for the project so that the BCAA has a point of contact should we receive any dust complaints from the project. The Soil Destabilization Notification form can be found and submitted on our website, www.bentoncleanair.org.

Thank you for the opportunity to comment on this proposal. If you have any questions, or would like further information on this subject, please contact us at (509) 783-1304.

Sincerely,

Deon Steichen

Deon Steichen
Inspector

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

July 23, 2026

Ryan Nelson
Planner
City of Richland

In future correspondence please refer to:
Project Tracking Code: **2026-07-04965**
Property: City of Richland - PLN-T2-2026-00023 & PLN-T1-2026-00465 - High Dock Infrastructure Update and Expansion
Re: **Permit Required for Site 45BN00028**

Dear Ryan Nelson:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and providing documentation regarding the above referenced project. As a result of our review, our professional opinion is that the project area contains archaeological site 45BN00028. The scale of the proposed ground disturbing actions would disturb the archaeological site. Therefore, per RCW 27.53.060 a DAHP Permit must be applied for and granted prior to any ground disturbing activities that could disturb the site.

If the project proposes to completely avoid any disturbance of the archaeological site, the applicant should update their official site plans to show full avoidance of the site with a safety buffer. We recommend the safety buffer extent to the first negative archaeological hole excavated out from the site. If any project activities will occur within 50 feet of the site, the site buffer zone should also be physically marked on the ground with fencing, flagging, or some other readily visible materials. The marked buffer should remain in place until all project related activities are completed.

We also recommend continued consultation with the Affected Tribes' cultural committees and staff regarding cultural resource issues.

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Washington State law. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to comment on this project and we look forward to receiving the complete DAHP Permit application. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. Should you have any questions, please feel free to contact me.

Sincerely,

James MacNaughton, M.S.
Local Government Archaeologist
(360) 280-7563
James.MacNaughton@dahp.wa.gov

From: Regan Hutchinson <Regan_Hutchinson@Yakama.com>
Sent: Thursday, July 23, 2026 12:51 PM
To: MacNaughton, James (DAHP); Planning; Nelson, Ryan
Cc: Jessica Lally; 'Ashley M. Morton'; lawrence.squiemphen@ctwsbnr.org; Macrae, James (DAHP); Casey Barney; Gregg Kiona; Ian Gray
Subject: RE: 2026-07-04965 - PERMIT REQUIRED - RE: 3420 George Washington Way - Shoreline Substantial Development Permit

You don't often get email from regan_hutchinson@yakama.com. Learn why this is important

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Good afternoon, Ryan

We concur with DAHP's letter that a permit is required due to the presence of BN00028. We further feel that additional site delineation and survey is required.

Regan Hutchinson
Archeologist III
Yakama Nation Cultural Resources Program

Email: Regan_Hutchinson@yakama.com
Phone: 509 865 5121 Ext. 4776

From: MacNaughton, James (DAHP) <james.macnaughton@dahp.wa.gov>
Sent: Thursday, July 23, 2026 10:53 AM
To: Planning <planning@ci.richland.wa.us>; rnelson@ci.richland.wa.us
Cc: Jessica Lally <Jessica_Lally@Yakama.com>; 'Ashley M. Morton' <AshleyMorton@ctuir.org>; lawrence.squiemphen@ctwsbnr.org; Macrae, James (DAHP) <James.Macrae@dahp.wa.gov>; Casey Barney <Casey_Barney@Yakama.com>; Gregg Kiona <Gregg_Kiona@Yakama.com>; Ian Gray <Ian_Gray@Yakama.com>; Regan Hutchinson <Regan_Hutchinson@Yakama.com>
Subject: 2026-07-04965 - PERMIT REQUIRED - RE: 3420 George Washington Way - Shoreline Substantial Development Permit

Good Morning Ryan

Thank you for contacting the DAHP about the above-referenced project. Unfortunately, there is an eligible pre-contact site (45BN00028) located within the Area of Impact. Therefore, under RCW 27.53.060, an archaeological permit must be applied for and granted before any ground disturbing activity (grubbing, tree removal, construction, blading for roads, installation of wells or septic facilities).

I am looping Assistant State Archaeologist James MacRae, our permit administrator, into this conversation. The project is under Tracking Number 2026-07-04965, please include that number with all correspondence.

If you have any questions about this process, please feel free to contact me.

All Best

James

James MacNaughton, MSc, RPA *(He/Him)*
Local Government Archaeologist
Email: James.MacNaughton@dahp.wa.gov
Mobile: (360) 280-7563 | Main Office: (360) 586-3065
Hours: 7AM - 3:30PM Monday to Friday
Physical Address: 1110 Capitol Way South Suite 30, Olympia, WA 98501
Mailing Address: PO Box 48343, Olympia, WA 98504-8343
www.dahp.wa.gov

Please note that many DAHP employees are working from home. E-mail will be the best method of communication.

From: Planning <planning@ci.richland.wa.us>
Sent: Wednesday, July 1, 2026 11:49 AM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Ballard, Jennifer <jballard@richlandwa.gov>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; BFTdevelopmentreview@bft.org; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Bates, Chaz (COM) <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; ECY RE CRO SEPA Coordinator <crosepa@ecy.wa.gov>; DAHP SEPA <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@richlandwa.gov>; Damien Hooper - BC Planning Manger <damien.hooper@co.benton.wa.us>; Deanna Davis <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@richlandwa.gov>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <Erin.hockaday@bfhd.wa.gov>; ECY RE Former Orchards <formerorchards@ECY.WA.GOV>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@richlandwa.gov>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jason McShane <jmcshane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; JLKinch@bpa.gov; JoDee Peyton <jodeer@bfhd.wa.gov>; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Cooper, Kelly (DOH) <Kelly.Cooper@DOH.WA.GOV>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve <skramer@richlandwa.gov>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@richlandwa.gov>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@richlandwa.gov>; Nelson, Ryan <rnelson@richlandwa.gov>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@richlandwa.gov>; Gonseth, Paul <paul.gonseth@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <jreathaford@richlandwa.gov>; Reed, Chase

<creed@richlandwa.gov>; COM GMU Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rizzitiello, Mike <mrizzitiello@richlandwa.gov>; Anderson, Ryan (ECY) <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@richlandwa.gov>; Schiessl, Joe <jschiessl@richlandwa.gov>; Schluter, Shaun <sschluter@richlandwa.gov>; SEPA BFHD <SEPA@bfhd.wa.gov>; DNR RE SEPACENTER <SEPACENTER@dnr.wa.gov>; ECY RE SEPA REGISTER <separegister@ecy.wa.gov>; ECY RE SEPA REGISTER <separegister@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; Val Connell <vlconnell@bpa.gov>; Ritter, Michael W (DFW) <Michael.Ritter@dfw.wa.gov>; DFW R3planning <R3planning@dfw.wa.gov>; Whittier, John <jwhittier@richlandwa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@richlandwa.gov>
Subject: 3420 George Washington Way - Shoreline Substantial Development Permit

External Email

Good Morning,

Jessica Ngo of PND Engineers Inc., on behalf of the property owner, Port of Benton, has applied for a Shoreline Management Substantial Development Permit (PLN-T2-2026-00023 & PLN-T1-2026-00465) to to deploy zero emission shore-side power infrastructure and expand existing mooring capacity at the High Dock.

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Please view the referral packet at https://www.richlandwa.gov/business/land-use, as the file is too large to send via email, and review the material relative to your agency's regulations. Submit any comments no later than **5:00 PM on July 31, 2026** to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

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From: MacNaughton, James (DAHP) <james.macnaughton@dahp.wa.gov>
Sent: Wednesday, July 29, 2026 12:12 PM
To: Nelson, Ryan
Cc: Jessica Lally; 'Ashley M. Morton'; lawrence.squiemphen@ctwsbnr.org; Macrae, James (DAHP); Casey Barney; Gregg Kiona; Ian Gray; Regan Hutchinson
Subject: RE: 2026-07-04965 - PERMIT REQUIRED - RE: 3420 George Washington Way - Shoreline Substantial Development Permit

You don't often get email from james.macnaughton@dahp.wa.gov. Learn why this is important

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Good Afternoon Ryan

Thank you for the clarifying information regarding the project. Please accept my apology, sometimes when these projects go through different regulatory processes it can be difficult to ensure we research the same project name as had been created by a previous agency.

As this project has already been cleared under Section 106 please let this serve as a Change of Decision, and that we concur with the findings and recommendations of the CRS by Landreeau & Hodges. Please inform the proponent the project can proceed as planned, with an Inadvertent Finds Plan kept with project leads, and all crew trained in what to do in the event of a find.

Regards

James

James MacNaughton, MSc, RPA ***(He/Him)***
Local Government Archaeologist
Email: James.MacNaughton@dahp.wa.gov
Mobile: (360) 280-7563 | Main Office: (360) 586-3065
Hours: 7AM - 3:30PM Monday to Friday
Physical Address: 1110 Capitol Way South Suite 30, Olympia, WA 98501
Mailing Address: PO Box 48343, Olympia, WA 98504-8343
www.dahp.wa.gov

Please note that many DAHP employees are working from home. E-mail will be the best method of communication.

From: Nelson, Ryan <rnelson@richlandwa.gov>
Sent: Wednesday, July 29, 2026 11:44 AM
To: MacNaughton, James (DAHP) <james.macnaughton@dahp.wa.gov>
Cc: Jessica Lally <Jessica_Lally@Yakama.com>; 'Ashley M. Morton' <AshleyMorton@ctuir.org>;

lawrence.squiemphen@ctwsbnr.org; Macrae, James (DAHP) <James.Macrae@dahp.wa.gov>; Casey Barney <casey_barney@yakama.com>; Gregg Kiona <Gregg_Kiona@Yakama.com>; Ian Gray <ian_gray@yakama.com>; Regan Hutchinson <Regan_Hutchinson@Yakama.com>
Subject: RE: 2026-07-04965 - PERMIT REQUIRED - RE: 3420 George Washington Way - Shoreline Substantial Development Permit

External Email

James,

The applicant did provide a Cultural Resource Survey as part of the submittal package but was left out of the referral packet in case there was sensitive archeological information. According to the submitted document, it was filed under DAHP Project: 2025-09-06023.

If you have any other questions or comments, please feel free to contact me.

Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

From: MacNaughton, James (DAHP) <james.macnaughton@dahp.wa.gov>
Sent: Thursday, July 23, 2026 10:53 AM
To: Planning <planning@ci.richland.wa.us>; Nelson, Ryan <rnelson@richlandwa.gov>
Cc: Jessica Lally <Jessica_Lally@Yakama.com>; 'Ashley M. Morton' <AshleyMorton@ctuir.org>; lawrence.squiemphen@ctwsbnr.org; Macrae, James (DAHP) <James.Macrae@dahp.wa.gov>; Casey Barney <casey_barney@yakama.com>; Gregg Kiona <Gregg_Kiona@Yakama.com>; Ian Gray <ian_gray@yakama.com>; Regan Hutchinson <Regan_Hutchinson@Yakama.com>
Subject: 2026-07-04965 - PERMIT REQUIRED - RE: 3420 George Washington Way - Shoreline Substantial Development Permit

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Good Morning Ryan

Thank you for contacting the DAHP about the above-referenced project. Unfortunately, there is an eligible pre-contact site (45BN00028) located within the Area of Impact. Therefore, under RCW 27.53.060, an archaeological permit must be applied for and

granted before any ground disturbing activity (grubbing, tree removal, construction, blading for roads, installation of wells or septic facilities).

I am looping Assistant State Archaeologist James MacRae, our permit administrator, into this conversation. The project is under Tracking Number 2026-07-04965, please include that number with all correspondence.

If you have any questions about this process, please feel free to contact me.

All Best

James

James MacNaughton, MSc, RPA *(He/Him)*
Local Government Archaeologist
Email: James.MacNaughton@dahp.wa.gov
Mobile: (360) 280-7563 | Main Office: (360) 586-3065
Hours: 7AM - 3:30PM Monday to Friday
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To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Ballard, Jennifer <jballard@richlandwa.gov>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; BFTdevelopmentreview@bft.org; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Bates, Chaz (COM) <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Hamilton, Craig <C.Hamilton@bces.wa.gov>; ECY RE CRO SEPA Coordinator <crosepa@ecy.wa.gov>; DAHP SEPA <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@richlandwa.gov>; Damien Hooper - BC Planning Manger <damien.hooper@co.benton.wa.us>; Deanna Davis <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@richlandwa.gov>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <Erin.hockaday@bfhd.wa.gov>; ECY RE Former Orchards <formerorchards@ECY.WA.GOV>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@richlandwa.gov>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jason McShane <jmcshane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; JLKinch@bpa.gov; JoDee Peyton <jodeer@bfhd.wa.gov>; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Cooper, Kelly (DOH) <Kelly.Cooper@DOH.WA.GOV>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; KID Development <development@kid.org>; KID Webmaster

<webmaster@kid.org>; Kramer, Steve <skramer@richlandwa.gov>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@richlandwa.gov>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizael <macevedo@richlandwa.gov>; Nelson, Ryan <rnelson@richlandwa.gov>; NMCummings@bpa.gov; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@richlandwa.gov>; Gonseth, Paul <paul.gonseth@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <jreathaford@richlandwa.gov>; Reed, Chase <creed@richlandwa.gov>; COM GMU Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rizzitiello, Mike <mrizzitiello@richlandwa.gov>; Anderson, Ryan (ECY) <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@richlandwa.gov>; Schiessl, Joe <jschiessl@richlandwa.gov>; Schluter, Shaun <sschluter@richlandwa.gov>; SEPA BFHD <SEPA@bfhd.wa.gov>; DNR RE SEPACENTER <SEPACENTER@dnr.wa.gov>; ECY RE SEPA REGISTER <separegister@ecy.wa.gov>; ECY RE SEPA REGISTER <separegister@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; Val Connell <vlconnell@bpa.gov>; Ritter, Michael W (DFW) <Michael.Ritter@dfw.wa.gov>; DFW R3planning <R3planning@dfw.wa.gov>; Whittier, John <jwhittier@richlandwa.gov>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@richlandwa.gov>
Subject: 3420 George Washington Way - Shoreline Substantial Development Permit

External Email

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Thank you and have a good day,

Ryan Nelson
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

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STATE OF WASHINGTON

DEPARTMENT OF ECOLOGY

Central Region Office

1250 West Alder St., Union Gap, WA 98903-0009 • 509-575-2490

July 30, 2026

Ryan Nelson
City of Richland
625 Swift Blvd.
Richland, WA 99352

RE: ECY 202602779; PLN-T2-2026-00023, PLN-T1-2026-00465

Dear Ryan Nelson:

Thank you for the opportunity to comment during the Optional Determination of Nonsignificance process for the High Dock Improvements proposal. We have reviewed the documents and have the following comments.

Water Quality Program

Project with Potential to Discharge Off-Site

If your project anticipates disturbing ground with the potential for stormwater discharge off-site, the NPDES Construction Stormwater General Permit is recommended. This permit requires that the SEPA checklist fully disclose anticipated activities including building, road construction and utility placements. Obtaining a permit may take 38-60 days.

The permit requires that a Stormwater Pollution Prevention Plan (Erosion Sediment Control Plan) shall be prepared and implemented for all permitted construction sites. These control measures must be able to prevent soil from being carried into surface water and storm drains by stormwater runoff. Permit coverage and erosion control measures must be in place prior to any clearing, grading, or construction.

In the event that an unpermitted Stormwater discharge does occur off-site, it is a violation of Chapter 90.48 RCW, Water Pollution Control and is subject to enforcement action.

More information on the stormwater program may be found on Ecology's stormwater website. Please submit an application or contact **Lloyd Stevens Jr.** at the Dept. of Ecology, (509) 571-3866, with questions about this permit.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Sincerely,

Amber Johnson
SEPA Coordinator
Central Region Office
509-723-5677
crosepa@ecy.wa.gov

Exhibit 6

Ryan Nelson

Senior Planner

625 Swift Blvd.

MS# 35

Richland, WA

99352

Dear Mr. Nelson,

Having recently read an article in the Tri City Herald about improvements being considered for the High Dock at the Port of Benton and I feel compelled to give my opinion. While I agree with improvements and more usage of that area to a certain degree, I'm concerned over more traffic on the already crowded Highway 240. Most of the additional traffic would be large trucks. The American Cruise Lines already uses the City of Richland dock. Wouldn't this be in direct competition? As it stands now, the passengers can wander Howard Amon Park, Gallery at the Park and nearby wineries, restaurants, ice cream shops and bakeries. Besides the Triton (which is on one of the bus tours), what would the passengers be able to do near the High Dock beyond a river walk? Another concern is Atlas Argo North America's proposal for a data center cluster. Our river area is our treasured legacy, and I want it to remain as natural as possible. A data center with its drain on water resources and power does not seem a good fit.

Please take a long, hard look at the long term ramifications of any improvements.

Sincerely,

Mary Peters

Mary Peters

508 Fuller St.

Richland, WA 99354

31 July 2026

To: Ryan Nelson
Senior Planner
City of Richland

Comments regarding Port of Benton "Shoreline Management Substantial Development" permit to update and expand dock in north Richland.

- Support Port of Pasco as the eastern WA asset for commercial, industrial, and agricultural commerce. The Port of Pasco is well positioned for marine, barge, rail, and aviation transport. Why destroy shoreline and river traffic for ~13 miles transport?

- Support City of Richland established parks and local businesses (Howard Amon and Leslie Grove). Why not compliment ongoing development?

- Expand public access to river front property in North Richland including the University campus and non-motorized watersports. Hood River waterfront park being a possible model.

- Keep industry (like the noisy and odor-generating Ingredion plant) in industrial area not on limited shoreline property.

Karyn and Mike Wiemers