



PORT OF BENTON

3250 Port of Benton Blvd., Richland Wa. 99354

STATE ENVIRONMENTAL POLICY ACT Determination of Non-Significance

December 22, 2020

Lead agency: Port of Benton

Agency Contact: Miles S. Thomas
Director of Economic Development and Governmental Affairs
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(509) 578 - 6440

Agency File Number: 2021 Comp Plan DNS

Description: Adoption of the Port of Benton 2021 Comprehensive Plan, prepared pursuant to RCW 53.20.010 as the Port's Comprehensive Scheme of Harbor Improvements.

Location: The Port of Benton is located in approximately half of Benton County, Washington and overlaps wholly or partially the jurisdictions of the Cities of Benton City, Richland, and Prosser. The Port owns, leases, and/or manages properties in Benton County as detailed in the Port's Comprehensive Scheme of Harbor Improvements.

Submitted by: Diahann Howard, PPM®
Executive Director
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Determination: The Port of Benton has determined that this proposal will 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). We have reviewed the attached Environmental Checklist and the Port's 2021 Comprehensive Plan (Comprehensive Scheme of Harbor Improvements). This information is available at: <https://portofbenton.com/sepa>

This determination is based on the following findings and conclusions:

- *The proposal is a non-project review, and the document contemplated has no environmental impacts by itself.*
- *The specific capital expenditures contemplated will require their own environmental assessment(s).*

This DNS is issued under WAC 197-11-340(2) and the **comment period will end on January 10, 2021**. Comments can be submitted by email or postal mail postmarked on or before the comment period end date noted above.

Miles S. Thomas

Signature of Authorized Official

12/22/2020

Date

Comments can be sent to:

By Email: sepa@portofbenton.com
By Postal Mail: Port of Benton, c/o Miles S. Thomas
3250 Port of Benton Boulevard
Richland, WA 99354

SEPA 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.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

Adoption of the Port of Benton 2021 Comprehensive Plan, prepared pursuant to RCW 53.20.010 as the Port's Comprehensive Scheme of Harbor Improvements.

2. Name of applicant:

Port of Benton

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

Diahann Howard
 3250 Port of Benton Boulevard
 Richland, WA 99354
 509-375-3060
 dhoward@portofbenton.com

4. Date checklist prepared:

December 21, 2020

5. Agency requesting checklist:

Port of Benton

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

Port Commission Budget and Capital Budget Workshop Meeting	Monday, October 27, 2020 at 8:30 a.m.
Port Commission Budget and Capital Budget Public Hearing and Adoption	Tuesday, November 17, 2020 at 8:30 a.m.
State Environmental Policy Act Comment Period on Port's Comprehensive Scheme of Harbor Improvements	Sunday, December 27, 2020 at 12:00 a.m. To Sunday, January 10, 2020 at 11:59 p.m.

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

Yes, this non-project action delineates all of the Port of Benton's capital expenditures and related improvements as contemplated by the Port's 2021 Budget and Capital Plan.

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

Document Title	Document Type	Relevance
North Horn Rapids Master Plan	Small Area Plan	Requires its own SEPA/NEPA for infrastructure and improvement extension in

		North Horn Rapids
Richland Airport Master Plan	Small Area Plan	Requires its own SEPA/NEPA for airport expansion and development
Prosser Airport Master Plan	Small Area Plan	Requires its own SEPA/NEPA for airport expansion and development
Crow Butte Master Plan	Small Area Plan	Requires its own SEPA/NEPA and US Army Corp of Engineers review for park expansion and development
Rail Master Plan	Infrastructure Plan	Assess all Port-owned rail infrastructure across multiple jurisdictions for maintenance and possibility of expansion
Heritage Management Plan	Policy	Assesses historical, tribal, and environmental compliance for Port owned properties

All documents above are available at www.portofbenton.com or by calling and requesting them at 509-375-3060.

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.

This non-project action will enable the future development of Port capital expenditures. There are no current pending governmental actions on Port owned property, but other approvals are likely being sought on neighboring properties within the large jurisdiction.

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

No governmental approvals remain for this non-project action; individual capital expenditures will likely need their own permitting approval within their respective jurisdictions as they come up.

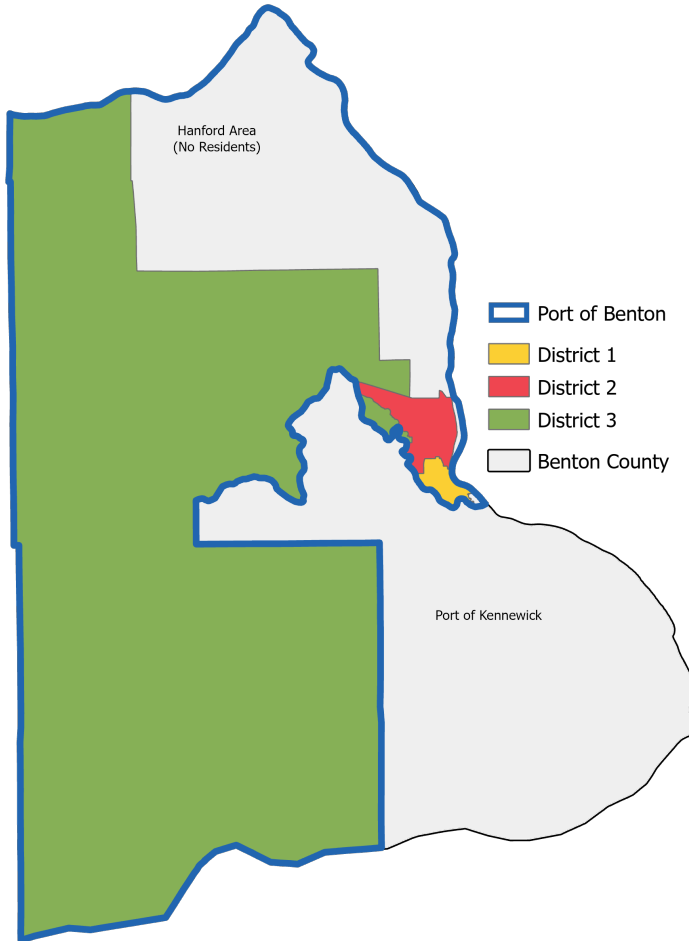
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies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

Adoption of the Port of Benton 2021 Comprehensive Plan, prepared pursuant to RCW 53.20.010 as the Port's Comprehensive Scheme of Harbor Improvements.

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 Port of Benton is located in approximately half of Benton County, Washington and overlaps wholly or partially the jurisdictions of the Cities of Benton City, Richland, and Prosser. The Port owns, leases, and/or manages properties in Benton County as detailed in the Port's Comprehensive Scheme of Harbor Improvements.



B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities, which include all landforms indicated above.

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

Not applicable. See (B)(1)(a) above.

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.

Not applicable. See (B)(1)(a) above.

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

Not applicable. See (B)(1)(a) above.

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.

Not applicable. See (B)(1)(a) above.

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

Not applicable. See (B)(1)(a) above.

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

Not applicable. See (B)(1)(a) above.

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

Not applicable. See (B)(1)(a) above.

2. Air [\[help\]](#)

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.

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities.

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

No.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Individual projects contemplated by this document will require their own SEPA review and determination of proposed emission mitigation.

3. **Water** [\[help\]](#)

a. Surface Water: [\[help\]](#)

- 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.

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities; however, the the Port's property and facilities lay adjacent to or access the Columbia and Yakima Rivers. Additional lakes, ponds, and streams – artificial and natural – occur throughout the Port District and its properties.

- 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.

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

- 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.

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

- 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.

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

b. Ground Water: [\[help\]](#)

- 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 general description, purpose, and approximate quantities if known.

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: 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.

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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.

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

4. **Plants** [\[help\]](#)

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?

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

5. **Animals** [\[help\]](#)

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

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements. However, most, if not all, of the aforementioned species have been identified within the Port District.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

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

The Port maintains a Heritage Resource Management Plan that contemplates impacts to wildlife of particular interest in preservation. Additional impacts by future individual projects will be assessed as proposed.

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

Not applicable. The proposal is enabling the Port's Comprehensive Scheme of Harbor Improvements. This non-project action covers all of the Port's properties and facilities. Project specific SEPA will be performed as required on subsequent future improvements.

6. Energy and Natural Resources [\[help\]](#)

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.

The Port of Benton and the surrounding region are 97% carbon neutral, and benefit from 73% of energy produced by hydropower. The region produces 90% of Washington and Oregon's total bi-state wind turbine energy, and 40% of Washington State's total energy generation. No specific energy fuel is identified in this non-project action; however, the Port strives through state mandate and internal strategy to implement energy efficient energy fuel options in its projects.

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

No, in fact the Port will enable the use of solar energy through its own sites and neighboring facilities.

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 Comprehensive Plan contemplates capital expenditures that wholly direct and encourage physical changes to the community. The Port is involved through its capital expenditures in construction, rehabilitation, and maintenance of Port owned and operated facilities. These responsibilities are centered around job creation and physical development of facilities that enable job creation, retention, and expansion. The Port's main economic focus areas are advanced manufacturing, clean energy, and agribusiness; each of these focus areas create an implicit need to develop new facilities for operations of these economic generators.

The Port is guided to through the Comprehensive Plan to ensure these actions are environmentally and economically equitable and inclusive. Physical modification of land is inherent to nearly all of the contemplated expenditures, but the Port is also guided by project specific environmental review under the State Environmental Policy Act, National Historic Preservation Act, local/state/national project review and permitting, among many other policies dictating safe, sound, and environmentally friendly development.

Examples of improvements contemplated include:

- Facility system upgrades for efficiency (heating/cooling system, window, door, security systems, lighting replacement and repair)
- Roof replacement/repair
- Fleet vehicle/equipment repair and replacement with environmentally friendly alternatives
- Utility infrastructure repair, replacement, and expansion

7. **Environmental Health** [\[help\]](#)

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

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

While not contemplated as part of this non-project action the Port and the surrounding region are related to development and cleanup of the Hanford Site; many areas – particularly in North Richland – may have nuclear chemical processing related cleanup and mitigation needs. The Port has performed contracted environmental remediation on properties donated, purchased, or returned to the Port after long-term lease. Each property is independently reviewed to ascertain likelihood of environmental contamination, and processed to remediate as required.

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.

Not applicable to this non-project action, but see the answer to item (7)(a)(1) above.

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.

Not applicable to this non-project action, but see the answer to item (7)(a)(1) above.

4) Describe special emergency services that might be required.

None; existing emergency and response teams are available as needed.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable to this non-project action, but see the answer to item (7)(a)(1) above.

b. Noise

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

Not applicable to this non-project action; however, the Port's industrial facilities and train/airport infrastructure do cause noise within specific areas. These noises are anticipated with proximity to the facilities, including a general aviation airport and industrial park. The Port and cities continue to work closely together to separate incompatible land uses that would be impacted by industrial/logistics noise generation.

- 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 and long-term construction noise is anticipated across all Port facilities; however, most development of significance to noise would occur during normal business hours on weekdays. Minor noise can be expected to occur on the Port's industrial sites 24 hours a day, 7 days a week, 365 days of the year. The Port strives to be a part of the land use planning process, and consolidates recurring noise producing tenants to areas that noise can be expected.

- 3) Proposed measures to reduce or control noise impacts, if any:

The Port performs a majority of its construction during weekly business hours through contractors; however, we also continue to participate in city and county land use processes to ensure compatibility of adjacent land uses.

8. Land and Shoreline Use [\[help\]](#)

- 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 Port is engaged in nearly every aspect of land use, and besides minor property sales on property identified as unsuitable for industrial use does not engage in residential land uses. This section is not applicable considering this is a non-project action, and may include land use typologies from across the community such as industrial, manufacturing, transportation/logistics, and office parks.

The Port maintains a Heritage Resource Management Plan that contemplates impacts to land and shoreline use of particular interest in preservation. Additional impacts by future individual projects will be assessed as proposed, and discussed with additional local, state, and federal agencies engaged in permitting review.

- 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 as a result 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?

Not applicable to this non-project action; however, the Port is engaged in the continued reservation of land for agricultural purposes. Minor agricultural areas are converted to nonfarm use when they are no longer suitable for agricultural production. Even converted areas often are modified in order to support other agribusiness activities.

- 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:

Considering this is a non-project action, this is not applicable. However, the Port is an advocate for retaining farm and agribusiness access as a component of the Port's economic priorities.

- b. Describe any structures on the site.

Not applicable to this non-project action. Many structures are on Port owned property.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. Many zoning classifications exist across the Port District.

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

Not applicable to this non-project action. Many land use classifications exist across the Port District.

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

Not applicable to this non-project action. Many jurisdictions within the Port District maintain their own shoreline master planning programs.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

9. **Housing** [\[help\]](#)

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

None and not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

10. **Aesthetics** [\[help\]](#)

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. Each project is assessed prior to construction to ascertain viewshed obstructions. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

11. Light and Glare [\[help\]](#)

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Unlikely and not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

12. Recreation [\[help\]](#)

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

Dozens of water-based recreation activities, both private and public, are available throughout the Port District. The Port leases and manages Crow Butte Park and provides improvements to Crow Butte to expand recreational utility.

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

No and not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

- 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 to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

13. Historic and cultural preservation [\[help\]](#)

- 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.

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

- 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.

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

- 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.

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

- 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.

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

14. Transportation [\[help\]](#)

- 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.

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment. Numerous public streets, highways, and private streets serve or intersect the Port District.

- 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?

Many areas of the Port District are served by Public Transit.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

- d. 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).

Generally the Port provides pavement maintenance and replacement as needed; however, this is not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment. However, yes all of the above are applicable transportation modes within the Port District.

- f. 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?

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

- g. 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.

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

15. Public Services [\[help\]](#)

- 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.

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

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

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

16. Utilities [\[help\]](#)

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

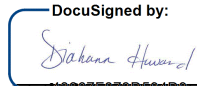
Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment. All of the above referenced utilities are available in some part of the Port District.

- 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.

Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.

C. Signature [\[HELP\]](#)

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.

DocuSigned by:

Signature: _____
Name of signee: Deborah Howard
Position and Agency/Organization: Executive Director Port of Benton
Date Submitted: 12/22/2020

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Each physical improvement, except for very small repairs, generally require local and state permitting review. Port projects are and must be compliant with zoning, land use, critical area protection, state and federal environmental regulation, and management of river shoreline requirements. Each project requiring permitting review are proposed to the local, state, and federal regulatory agencies.

Proposed measures to avoid or reduce such increases are: [follow all local, state, and national permitting requirements.](#)

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

[Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.](#)

Proposed measures to protect or conserve plants, animals, fish, or marine life are:
[Perform project specific SEPA reviews.](#)

3. How would the proposal be likely to deplete energy or natural resources?

Highly unlikely to deplete energy or natural resources; many Port projects in fact support clean carbon-neutral energy production.

Proposed measures to protect or conserve energy and natural resources are: [Follow Port's Heritage Resource Management Plan](#).

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The Port of Benton Comprehensive Plan contemplates capital expenditures that wholly direct and encourage physical changes to the community. The Port is involved through its capital expenditures in construction, rehabilitation, and maintenance of Port owned and operated facilities. These responsibilities are centered around job creation and physical development of facilities that enable job creation, retention, and expansion. The Port's main economic focus areas are advanced manufacturing, clean energy, and agribusiness; each of these focus areas create an implicit need to develop new facilities for operations of these economic generators.

Proposed measures to protect such resources or to avoid or reduce impacts are: [The Port is guided to through the Comprehensive Plan to ensure these actions are environmentally and economically equitable and inclusive. Physical modification of land is inherent to nearly all of the contemplated expenditures, but the Port is also guided by project specific environmental review under the State Environmental Policy Act, National Historic Preservation Act, local/state/national project review and permitting, among many other policies dictating safe, sound, and environmentally friendly development.](#)

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

[As previously noted the Port is engaged very intrinsically with safe, practical, and environmentally friendly land use – often positioning itself to protect against incompatible land use sitings.](#)

Proposed measures to avoid or reduce shoreline and land use impacts are: [Continue existing relationships with land use authorities.](#)

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

[Not applicable to this non-project action. An independent SEPA will be performed for any future action requiring this assessment.](#)

Proposed measures to reduce or respond to such demand(s) are: [Perform local permitting and independent SEPA reviews on proposed projects.](#)

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The Port of Benton is required to review its Comprehensive Scheme of Harbor Improvements under the State Environmental Policy Act as a non-project action. This allows the Port to review its plans and capital expenditures in context of the Port's ongoing planning and development activities as they may impact environmental factors in the communities it serves. In particular, those capital expenditures may delineate the construction or expansion of new or existing facilities and infrastructure. This SEPA action allows us to enumerate the projects we plan to perform and assess the overall environmental impact. Specific development projects may require project specific review, and will be examined more intrinsically as they are proposed to local permitting and development agencies.

A comprehensive plan must be developed and approved prior to expenditure of Port funds for improvements supporting property development. The required content of a comprehensive plan primarily consists of a generalized discussion and inventory of the Port's existing and planned physical assets and improvements, rather than a policy document or planning study. Comprehensive plans need not include detailed construction plans and other items, such as salaries and the cost of engineering; and surveying and data collection are specifically exempt from having to be included.

The comprehensive plan is different from the Port's strategic plan, which is a planning and governance document establishing the Port's mission, goals, and strategies to guide its efforts over the short- and midterm. The strategic plan is implemented by this comprehensive plan, particularly as it relates to management of Port assets and associated capital improvements, and through an annual action strategy describing specific operational and organizational actions the Port will undertake each year in pursuit of achieving its mission.

This comprehensive plan incorporates and supersedes all past comprehensive plans and related documents. It is the intent of the Port to review and update the comprehensive plan at least annually, ensuring consistency between it and the Port's strategic plan, annual action strategy, and capital budget. Specific development plans for individual properties may be adopted by resolution and incorporated by reference if similar and appropriate procedures are followed.

SEPA Nonproject Review Form

PART I - FRAMEWORK

1) Background

a) Name of proposal, if any, and brief description.

Adoption of the Port of Benton 2021 Comprehensive Plan, prepared pursuant to RCW 53.20.010 as the Port's Comprehensive Scheme of Harbor Improvements.

b) Agency and contact name, address, telephone, fax, email

Port of Benton
3250 Port of Benton Boulevard
Richland, WA 99354
509-375-3060
info@portofbenton.com

c) Alternate address for agency

d) Designated responsible official

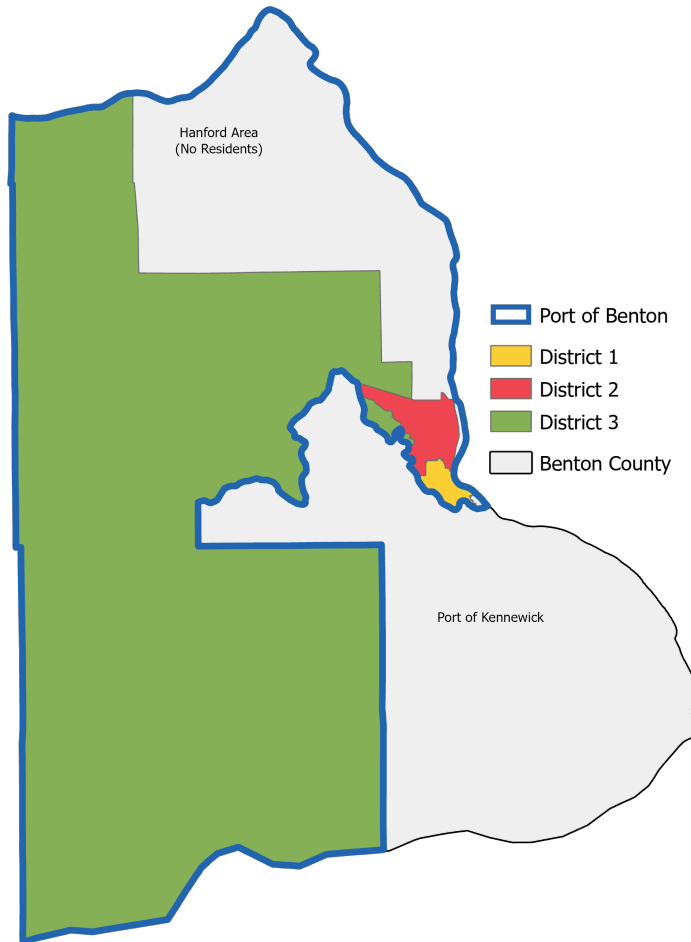
Miles S. Thomas, AICP
Director of Economic Development and Governmental Affairs

e) Describe the planning process schedule/timeline

Port Commission Budget and Capital Budget Workshop Meeting	Monday, October 27, 2020 at 8:30 a.m.
Port Commission Budget and Capital Budget Public Hearing and Adoption	Tuesday, November 17, 2020 at 8:30 a.m.
State Environmental Policy Act Comment Period on Port's Comprehensive Scheme of Harbor Improvements	Sunday, December 27, 2020 at 12:00 a.m. To Sunday, January 10, 2020 at 11:59 p.m.

- f) Location - Describe the jurisdiction or area where the proposal is applicable.
(Attach a map(s) if appropriate)

The Port of Benton is located in approximately half of Benton County, Washington and overlaps the wholly or partially the jurisdictions of the Cities of Benton City, Richland, and Prosser. The Port owns, leases, and/or manages properties in Benton County as detailed in the Port's Comprehensive Scheme of Harbor Improvements.



- g) What is the legal authority for the proposal?

Before creating any harbor improvements, port districts are required to adopt a comprehensive scheme under chapter 53.20 RCW. These documents are also known as “comprehensive plans,” but they differ significantly from the comprehensive plans of cities and counties.

While port districts are not directly required to create comprehensive plans under the Growth Management Act (GMA), many port districts have been involved in the development of city/comprehensive plans under GMA. Port comprehensive plan elements are mandatory for cities that include within their jurisdiction a marine container port with annual operating revenues over \$60 million, and optional for cities that include

a marine container port with annual revenues between \$20 million and \$60 million (RCW 36.70A.085).

- h) Identify any other future nonproject actions believed necessary to achieve the objectives of this action.

The adoption of the Port's Comprehensive Scheme of Harbor Improvements is a SEPA Non-Project action. No additional pending actions are anticipated to achieve the objectives of this action beyond project specific small area plans or analyses.

2) Need and Objectives

- a) Describe the need for the action. (Whenever possible this should identify the broad or fundamental problem or opportunity that is to be addressed, rather than a legislative or other directive.)

The Port of Benton is required to review its Comprehensive Scheme of Harbor Improvements under the State Environmental Policy Act as a non-project action. This allows the Port to review its plans and capital expenditures in context of the Port's ongoing planning and development activities as they may impact environmental factors in the communities it serves. In particular, those capital expenditures may delineate the construction or expansion of new or existing facilities and infrastructure. This SEPA action allows us to enumerate the projects we plan to perform and assess the overall environmental impact. Specific development projects may require project specific review and will be examined in more detail as they are proposed to local permitting and development agencies.

- b) Describe the objective(s) of the proposal, including any secondary objectives which may be used to shape or choose among alternatives.

A comprehensive plan must be developed and approved prior to expenditure of Port funds for improvements supporting property development. The required content of a comprehensive plan primarily consists of a generalized discussion and inventory of the Port's existing and planned physical assets and improvements, rather than a policy document or planning study. Comprehensive plans need not include detailed construction plans and other items, such as salaries and the cost of engineering; and surveying and data collection are specifically exempt from having to be included.

The comprehensive plan is different from the Port's strategic plan, which is a planning and governance document establishing the Port's mission, goals, and strategies to guide its efforts over the short- and midterm. The strategic plan is implemented by this comprehensive plan, particularly as it relates to management of Port assets and associated capital improvements, and through an annual action strategy describing specific operational and organizational actions the Port will undertake each year in pursuit of achieving its mission.

This comprehensive plan incorporates and supersedes all past comprehensive plans and related documents. It is the intent of the Port to review and update the comprehensive plan at least annually, ensuring consistency between it and the Port's strategic plan, annual action strategy, and capital budget. Specific development plans for individual properties may be adopted by resolution and incorporated by reference if similar and appropriate procedures are followed.

- c) Identify any assumptions or constraints, including legal mandates, which limit the approach or strategy to be taken in pursuing the objective(s).

The Port is bound by RCW 53.20 to ensure a non-project environmental review is conducted prior to executing the expenditures related to the capital plan. The only remaining constraint are the availability of funds through the Port's avenues for revenue generation, which include lease revenue, property sale revenue, property tax revenue, grants, and intergovernmental receipts. The Port plans its annual comprehensive plan around the funds projected to be available for capital project needs; however, shifts in the economy may impose delays, cancelations, and alternative planning if revenues are not received as anticipated.

- d) If there is no legislative or other mandate that requires a particular approach, describe what approaches could reasonably achieve the objective(s).

This question is not applicable as there are legislative mandates that require a particular approach.

3) Environmental Overview

Describe in broad terms how achieving the objective(s) would direct or encourage physical changes to the environment. Include the type and degree of likely changes such as the likely changes in development and/or infrastructure, or changes to how an area will be managed.

The Port of Benton Comprehensive Plan contemplates capital expenditures that wholly direct and encourage physical changes to the community. The Port is involved through its capital expenditures in construction, rehabilitation, and maintenance of Port owned and operated facilities. These responsibilities are centered around job creation and physical development of facilities that enable job creation, retention, and expansion. The Port's main economic focus areas are advanced manufacturing, clean energy, and agribusiness; each of these focus areas create an implicit need to develop new facilities for operations of these economic generators.

The Port is guided to through the Comprehensive Plan to ensure these actions are environmentally and economically equitable and inclusive. Physical modification of land is inherent to nearly all of the contemplated expenditures, but the Port is also guided by project specific environmental review under the State Environmental Policy Act, National Historic Preservation Act, local/state/national project review and

permitting, among many other policies dictating safe, sound, and environmentally friendly development.

Examples of improvements contemplated include:

- Pavement maintenance and replacement
- Facility system upgrades for efficiency (heating/cooling system, window, door, security systems, lighting replacement and repair)
- Roof replacement/repair
- Fleet vehicle/equipment repair and replacement with environmentally friendly alternatives
- Landscape cleanup/cleanout; replacement with xeriscaping
- Utility infrastructure repair, replacement, and expansion

4) Regulatory Framework

- a) Describe the existing regulatory/planning framework as it may influence or direct the proposal.

Each physical improvement, except for very small repairs, generally require local and state permitting review. Port projects are and must be compliant with zoning, land use, critical area protection, state and federal environmental regulation, and management of river shoreline requirements. Each project requiring permitting review are proposed to the local, state, and federal regulatory agencies.

- b) Identify any potential impacts from the proposal that have been previously designated as acceptable under the Growth Management Act (GMA), chapter 36.70A RCW.

The Port itself is only regulated by the Growth Management Act when pursuing projects within City and County jurisdiction that require analysis under the Growth Management Act. No pending actions are included in this proposal that modify or require further assessment under the Growth Management Act. The Port's expansion of infrastructure to North Horn Rapids was contemplated under the Growth Management Act when the land was transferred, and further analysis is the responsibility of the City utility served areas.

5) Related Documentation

- a) Briefly describe any existing regulation, policy or plan that is expected to be replaced or amended as a result of the proposal. (Adequate descriptions in section 4.a may be referenced here, rather than repeated.)

The Port's 2020-2030 Strategic Plan is based upon the Port's Strategic Plan contemplated by this proposal. Additional documents such as Master Plans,

Small Area Plans, and real estate analysis may require modification based upon this document.

- b) List any environmental documents (SEPA or NEPA) that have been prepared for items listed in 4.a. or that provide analysis relevant to this proposal. **Note:** Impacts with previous adequate analysis need not be re-analyzed, but should be adopted or incorporated by reference into the NPRF.

Document Title	Document Type	Relevance
North Horn Rapids Master Plan	Small Area Plan	Requires its own SEPA/NEPA for infrastructure and improvement extension in North Horn Rapids
Richland Airport Master Plan	Small Area Plan	Requires its own SEPA/NEPA for airport expansion and development
Prosser Airport Master Plan	Small Area Plan	Requires its own SEPA/NEPA for airport expansion and development
Crow Butte Master Plan	Small Area Plan	Requires its own SEPA/NEPA and US Army Corp of Engineers review for park expansion and development
Rail Master Plan	Infrastructure Plan	Assesses all Port-owned rail infrastructure across multiple jurisdictions for maintenance and expansion
Heritage Management Plan	Policy	Assesses historical, tribal, and environmental compliance for Port owned properties.

All documents above are available at www.portofbenton.com or by calling and requesting them at 509-375-3060.

- c) List other relevant environmental documents/studies/models which have been identified as necessary to support decision making for this proposal.

6) Public Involvement (Optional)

- a) Identify agencies with jurisdiction or expertise, affected tribes, and other known stakeholder groups whose input is likely to be specifically solicited in the development of this proposal.

- City of Benton City
- City of Prosser
- City of Richland
- Benton County
- Klickitat County (Crow Butte Park)
- United States Army Corp of Engineers
- Confederated Tribes of the Umatilla
- Washington State Department of Archeological and Historic Preservation
- Washington State Department of Commerce
- United States Department of Energy

b) Briefly describe the processes used or expected to be used for soliciting input from those listed. [Examples: ad hoc committees, tribal consultations, interagency meetings, public workshops or hearings, newsletters, etc.]

Group	Contact Method
Cities / Counties	Pre-Application Consultation and Regular Communication
Tribal Relations	Intertribal Advisory Board
Department of Energy and United States Army Corp of Engineers	Direct contact on projects impacting jurisdiction
Washington State Departments	Pre-Application Consultations and Direct Contact

PART II – IMPACT ANALYSIS AND ALTERNATIVES

7) Affected Environment

Generally describe the existing environmental landscapes or elements (e.g., character and quality of ecosystem, existing trends, infrastructure, service levels, etc.) likely to be affected if the proposal is implemented. Include a description of the existing built and natural environment where future “on the ground” activities would occur that would be influenced by the nonproject proposal.

Note: When complete, this section needs to provide information on existing conditions for the elements of the environment discussed in sections 8 and 9. A list of the built and

natural elements of the environment is in WAC 197-11-444, and is included at the end of this form.

According to the Washington State Office of Financial Management, Benton County's 2020 population was 205,700, with the overall Tri-Cities Metropolitan Statistical Area (MSA) being 299,612 (U.S. Census). The overall population has grown consistently at a rate of 1 to 3 percent per year for the last ten years. This is due primarily to the construction of the U.S. Department of Energy's Vit Plant. Other key elements of the MSA's economy include agriculture, which is primarily in food processing located in Franklin County; retail and wholesale trade; and services and government, which are located primarily in Benton County.

Since this growth is dramatic in the short-term, it tends to hide a long-term problem that necessitates dramatic efforts to diversify the local economy. While replacement of Hanford jobs is the epicenter of Benton County's desire of economic diversification with similar levels of research and technology jobs, there is also an effort to support existing agribusinesses that are growing within the county, such as wineries.

The City of Prosser is an excellent example of capturing the wine industry's production and tourism within their Vintner's Village area, along with their Wine and Food Park, which is home to Hogue Cellars and Mercer Wine Estates. In Richland, partnerships with Washington State University-Tri-Cities, Pacific Northwest National Laboratory, Tri-Cities Research District, and the Manhattan Historical National Park are key as the community continues efforts to transition away from sole economic reliance on the Hanford and its associated operations.

The median household income, as of 2019, for Benton County was \$70,887 and \$67,240 for Franklin County. There is continued growth in the wine industry, with over 900 wineries in Washington State, and 200 within an hour's drive of Tri-Cities. The housing market continues to remain strong, with a median housing price of \$301, 325 within the counties (Tri-Cities Association of Realtors) (Source data: Benton Franklin Trends, TRIDEC).

The Port holds over \$89 million dollars of total assets within its district. Overall, the Port manages 2,756 acres; 52 buildings; two airports; a short line railroad; and a barge terminal facility. In 2020, Port properties support over 3,290 direct jobs with an approximate cumulative payroll of \$200 million.

Natural Environment Inventory

Earth

The Port's jurisdiction contains a relatively arid shrub steppe environment. Principal facilities of the Port are located on relatively flat or slightly inclined land and take advantage of naturally well-graded areas to build upon.

Air

Air quality in the Port's district is relatively clean, with some spikes of pollution typically in the summer months. Transportation is a major carbon producer, but the area contains relatively few pollutant emitting manufacturing sites and has a focus on clean / carbon-free energy production methods.

Water

The Port district is bounded and intersected by the Columbia and Yakima Rivers, and contains a wide variety of river-irrigated lands. Flooding risk is low, and actions by the United State Army Corp of Engineers and upstream dams mitigate historical flooding.

Plants and animals

Habitat for and numbers or diversity of species of plants, fish, or other wildlife; unique species; fish or wildlife migration routes

Energy and natural resources

The Port of Benton and the surrounding region are 97% carbon neutral, and benefit from 73% of energy produced by hydropower. The region produces 90% of Washington and Oregon's total bi-state wind turbine energy, and 40% of Washington State's total energy generation.

Built Environment Inventory

Environmental health

The Port of Benton and surrounding region are home to the Hanford Site, and is an epicenter of environmental pollution mitigation, remediation, and containment as it is related to nuclear.

Land and shoreline use

The Port of Benton contains much of its physical economic growth within jurisdictional Urban Growth Areas and strives to collocate growth in tandem with existing land use plans and strategies. Existing land use patterns are increasingly trending towards urban development, and the adequate separation of uses between job centers and residential areas.

Transportation

The Port of Benton owns and operates two general aviation airports and several miles of rail infrastructure in addition to the logistics modes supported by the community at-large. The comprehensive plan contemplates expanding and supporting development of those transportation – most importantly in the logistics sector – to the benefit of the community's industrial development opportunities.

Public services and utilities

The Port is well served by multi-jurisdictional utilities, public-safety services, and municipal services. One outlier is the maintenance of public-safety related services at Crow Butte Park, which is located far from many reliable telecommunications infrastructure; current infrastructure supports the level of use at Crow Butte Park.

8) Key Issue Assessment

List the identified key issues or areas of controversy or concern and include a brief statement of why each is a key issue. For each item listed:

- a) Identify alternative options or solutions for the objective or concern.

- b) Describe the environmental considerations/impacts relevant to each of the alternatives identified in 8.a.
- c) Describe reasonable mitigation measures for the adverse impacts identified
- d) Identify those alternatives to be carried forward for further analysis.
- e) Briefly describe why those alternatives rejected from further consideration were not carried forward.

Alternative options are not generally considered for this non-project action. Numerous studies and planning documents contemplate the direction of capital expenditure required to address the needs of individual capital projects as identified by the Port Commission and Staff. The Port undergoes project specific SEPA/NEPA as required for projects that would have any environmental impact of significance, and would contemplate alternative or reasonable mitigation measures as part of those project specific analyses.

9) Proposed Nonproject Action or Alternative Actions

Describe a range of reasonable alternatives or the preferred alternative that will meet the objective(s). For each alternative, answer the following questions, referring again to the list of the elements of the environment in WAC 197-11-444:

This section is not applicable considering this is a non-project action that does not contemplate any one specific action.

- a) If this alternative were fully implemented (including full build-out development, redevelopment, changes in land use, density of uses, management practices, etc.), describe where and how it would direct or encourage demand on or changes within elements of the human or built environment, as well as the likely affects on the natural environment. Identify where the change or affect or increased demand constitutes a likely adverse impact, and describe any further or additional adverse impacts that are likely to occur as a result of those changes and affects.

⇒ Examples of likely impacts include:

- Increased need for infrastructure or public services,
- Removal or degradation of native or aquatic vegetation,
- Increased impervious surfaces,
- Limitations to aquifer recharge, and
- Encroachment on riparian corridors, floodway zones, or other setbacks/buffers.

- b) Identify potential mitigation measures for the adverse impacts identified in 9.a and describe how effective the mitigation is assumed to be, any adverse impacts that could result from the use of the mitigation, and any conflict or concern related to the proposal objectives and/or key issues identified.

- c) Identify unavoidable impacts and those that will be left to be addressed at the project level.
- d) Describe how the proposal objectives will or will not be met if the impacts described in 9.c were to occur.

Note: Alternatives may be rejected at any point in the process if: they have no environmental benefit, are not within existing authority, are determined unfeasible, or do not meet the core objectives.

PART III – IMPLEMENTATION CONSIDERATIONS

10) Consistency of the proposal with other plans, policies and laws.

- a) Internal consistency - If there are internal inconsistencies between this proposal and your agency's previously adopted or ongoing plans and regulations, identify any strategies or ideas for resolving these inconsistencies.

No internal inconsistencies of note.

- b) External consistency - If there are external inconsistencies between this proposal and adopted or ongoing plans and regulations of adjacent jurisdictions and/or other agencies, identify any strategies or ideas for resolving these inconsistencies.

No external inconsistencies of note.

11) Monitoring and Follow-up

- a) Describe any monitoring that will occur to ensure the impacts were as predicted and that mitigation is effective, including responsible party, timing, and method(s) to be used.

This document, the Comprehensive Plan, will be reviewed annually for impact and revision.

- b) Identify any plans or strategies for updating this proposed action based on deviation from impact projections or other criteria.

This document, the Comprehensive Plan, is reviewed annually to assess deviation of impact and revised accordingly.