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# BENDIKSEN LANDING INITIAL CONDITIONS REPORT

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*University of Washington*







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# EXECUTIVE SUMMARY

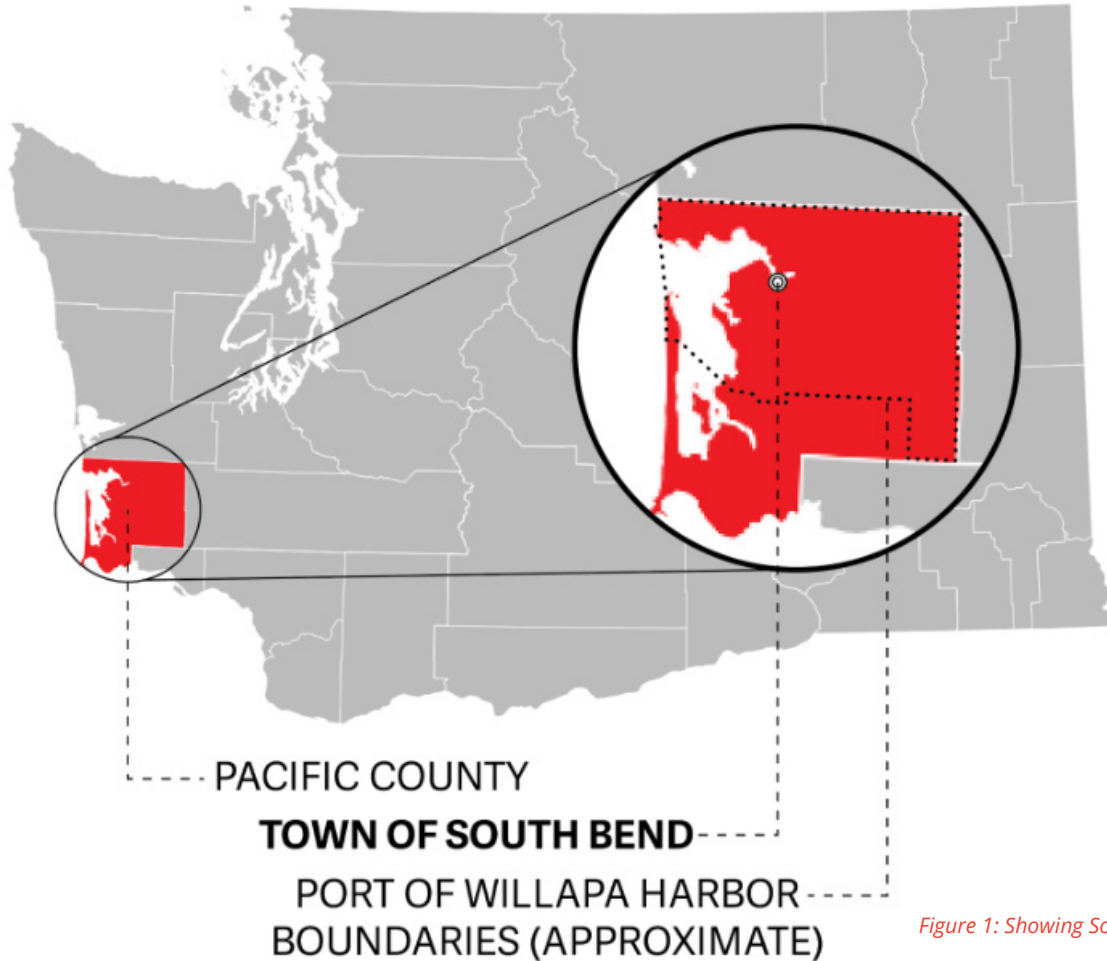


Figure 1: Showing South Bend Location

## INTRODUCTION

The Bendiksen Landing site is located on the south bank of the Willapa River in the city of South Bend, Washington. South Bend is one of the primary economic hubs of the Port of Willapa Harbor, which encompasses 908 square miles in the northern part of Pacific County and also includes the cities of Raymond, Bay Center, and Tokeland, among others. The Bendiksen Landing site, now under ownership of the Port of Willapa Harbor, holds both historical relevance to the community, as well as the potential to be a significant catalyst for economic growth in the region. The site's large physical footprint and ideal situation along both the Willapa riverfront and heavily traveled Highway 101 enable a wide range of potential uses.

This initial conditions report (ICR) summarizes the findings, collected

during the Winter 2024 academic quarter, by five sub-teams comprising the University of Washington studio group. Together, these findings assess the constraints on development of the site presented by land use and zoning ordinances, environmental regulations, the condition and limitations of the physical buildings and site itself, and the availability of existing infrastructure in the town and broader region. Over the course of the Spring 2024 academic quarter, the studio group will continue to assess these constraints in parallel with a detailed analysis of market needs and demographic information. The efforts are undertaken with the ultimate goal of making informed, strategic recommendations for site development to maximize economic benefits for residents of South Bend, the Port of Willapa Harbor, and Pacific County at large.



## COMMUNITY & ECONOMIC DEVELOPMENT

In present day, Pacific County, the Port of Willapa Harbor, and the town of South Bend itself all share similar population demographics and most prominent industries, with a few key differences and some critical challenges. Compared to the rest of Washington and the country as a whole, the population in this part of the state is significantly older and more homogenous. Creating opportunities for the younger segment of the population to remain in the area and participate in entrepreneurial and community activities will be crucial for South Bend's continued success. While there are already impactful initiatives in place in service of this goal, such as the Washington Coast Business Accelerator, the Bendiksen Landing site has the potential to play a major role as a setting to galvanize local interest in such programs and attract partnerships to bring new capital and expertise into the area. Other opportunities for the community could lie in building off of the predominant industries of agriculture/aquaculture and small scale manufacturing through value added goods and services, in bringing lively programming and resources to the Bendiksen Landing site's waterfront to grow the tourism industry, and in capitalizing on its historic roots of Chinook craftsmanship. The Chinook people have a long history of craft in the Willapa Valley: wood and horn carvings ranging from everyday objects like spoons, bowls, vessels, and canoes, to sculptures, in addition to basket weaving. Regionally, there is a history of quilting and this craft is still prominent in the area today. For many artists, the natural beauty of the area has remained a source of inspiration.

In addition to the area's natural beauty, maintaining the historical character of Pacific County is critical to preserve its charm and foster an attractive place for residents, tourists, and businesses alike. The beloved structures and history of the Bendiksen Landing site make it an important site that remains interwoven with the history of industry in South Bend. North Pacific County is home to the Chinook and Lower Chehalis people, who harvested fish and shellfish from the river, and engaged in trade with neighboring tribes. White settlers then claimed lands between the river and Willapa Hills in the 1850-1860's. Throughout the 1870s, most settlers in the area were families, either farmers or oystermen, before a shift to logging and rail development came in the 1880s before the community faced a significant economic downturn in the early 1890s. The Great Depression demolished the South Bend lumber industry, and South Bend's last saw mill closed in 1953. Natural resources are still a critical part of South Bend's economy. South Bend offers opportunities for fishing, crabbing, boating, hiking, and birding, all of which have the opportunity to be expanded upon for future economic development.

As we assess opportunities for economic development further, we'll want to explore: the curriculum of local schools as it pertains to entrepreneurship opportunities; qualitative surveys to understand needs and desires of the community's youth population; available facilities in the town including hospitals, traveler accommodations,

government buildings; and better understand the needs of local craftspeople/makers who have engaged with the WCBA and are well known in community.

## LAND USE & ZONING

The Bendiksen site lies within the incorporated city limits of the City of South Bend, which has its own Comprehensive Plan and is part of a Pacific County Urban Growth Area under the Washington State Growth Management Act. South Bend regulates zoning and land use in accordance with a 2018 statute, Ordinance #1532. This ordinance divides and defines all land within the city into three distinct districts: the Neighborhood District, the Downtown and Commercial District (which is the designation for the Bendiksen site), and the Environmental Protection District. The broad, multi-use definition of the Downtown and Commercial District, which is "to accommodate a blend of commercial, manufacturing, residential, and public uses that contribute to the economic vitality of the city," provides the Port of Willapa Harbor with an array of potential development options. However, there are limitations on uses and various types of review required depending on tier of use.

Land use around the site is further constrained by the South Bend Shoreline Master Program (SMP) and the designation of the Willapa River as a shoreline of statewide significance. The South Bend SMP designates three shoreline environments: Aquatic Environments, City Waterfront Environments (which is the designation for the Bendiksen site), and Urban Conservancy Environments. City Waterfront Environments "include a mix of commercial, industrial, residential, and recreational water-oriented and non-water-oriented uses" and "encourage new development opportunities that give preference to water-oriented development over non-water-oriented development."

The lack of availability of a recent (2022 or 2023) official land survey for the site leaves outstanding questions related to limitations presented by the exact legal locations of demarcations such as the high water mark, pierhead line, and navigable water line.

## ENVIRONMENTAL REGULATIONS

The city's primary body of water, the Willapa River, is framed by a Shoreline of Statewide Significance under Washington's Shoreline Management Act, carries a Class A surface water designation, and a Estuarine Open Water Wetland designation on its south bank. The river serves as a navigable route that connects South Bend to the Pacific Ocean and is managed jointly by the U.S. Environmental Protection Agency, Washington Department of Natural Resources, the Washington Department of Ecology through the Dredged Material Management Program, and the U.S. Army Corps of Engineers. The river also allows for the area's agriculture and aquaculture activity: around 10% of Pacific County is agriculturally productive with the majority of production coming from dairy, livestock, cranberries, and shellfish aquaculture. Shellfish



aquaculture accounts for nearly two-thirds of all production acreage within county lines, making Pacific County the most economically dependent on shellfish aquaculture of any county in Washington State. Accordingly, it presents one of the site's largest economic development possibilities. Proximity to the river comes with hazards as well: large areas of the South Bend community fall within the Earthquake Amplification Site Class "D to E", indicating the highest susceptibility of damage by seismic waves and soil liquefaction, especially along the waterway. The city also falls well within the tsunami hazard area. Given all these factors, the city, through their Comprehensive Plan, has established an Environmental Protection District in conjunction with the Shoreline Master Program to ensure that any development within or adjacent to said District is compatible with critical areas.

The Phase I Environmental Site Assessment, specific to the Bendiksen Landing site, provides an understanding of some of the historical background and adjacent property environmental records, but a Phase II study, which the port plans to undertake in the future, would bring more light to the question of contamination extent on the site and possible necessary remediation. Testing of the fill used to build the site would be paramount to possible future use. Additional context surrounding plans for use of the awarded Integrated Planning Grant would also be helpful.

## **SITE & BUILDINGS**

The 8.8 acre site is home to ten former seafood cannery buildings that total 28,000 square feet. The buildings range from 1,000-10,000 square feet and have been built out incrementally over the cannery's lifespan. The site has approximately 780 feet of frontage on the Willapa River, and has a 32,000 square foot wharf and a floating dock. The use of the site before 1939 is unknown; from the 1940s onward, a seafood cannery was in operation until 2020. The Port of Willapa Harbor states that past activities on the site include: "log transport, operation of a railroad spur line, fish and shellfish canning, truck shipping, mororage for work boats, retails seafood store operations, and cannery office operation" (Maul Foster Alongi Inc., 2023).

A thorough review of the documentation provided by the Port of Willapa has helped the studio group gain a broad understanding of the history of the buildings on site. Building one, located on the southeast corner of the site, is one of the original buildings constructed in the 1930s, the others were built incrementally. Existing conditions of the buildings vary: some are out of compliance, some feature structural problems, and some are in good or fair condition. Further research will be needed to understand: what is needed to bring deficient buildings up to code, what structures or materials may need to be removed entirely, and conduct a deep dive on building regulations: fire, public use, ways of evacuation, utilities, and inner climate. To aid in this research, we need: past and present building permits from the site (specifically with regards to what existing conditions have been addressed thus far prior to current construction beginning), and title documents

with recent surveys to accurately model the site's topography contours and building heights.

## **TRANSPORTATION & CAPITAL FACILITIES**

Highway 101 is the arterial blood line that brings commerce and people in and out of South Bend, which lies adjacent to the highway, providing access to both the coast line as well as inland to major urban centers. South Bend is approximately 1.5 hours from Olympia, 2 hours from Tacoma, and 2.5 hours from Seattle. The majority of people employed within Pacific County reside outside of the County and utilize Highway 101 to commute into their jobs. Traffic counts along Highway 101 have increased year over year, as has available public transportation; however, the most recent Census data shows that 68.6% of automobiles were single occupant, with an average commute time of 23.2 minutes in Pacific County as a whole.

A community's available public facilities and infrastructure services reflect the municipality's commitment to orderly and cost-effective development. The Growth Management Act requires the city to prioritize and fund capital facility projects to meet the needs of existing and planned growth over the 20 year planning period. South Bend has prioritized capital facilities over the short-term through six-year capital improvement plans for projects that maintain existing facilities, correct existing deficiencies, and provide for new growth in accordance with the Comprehensive Plan.

Existing utility infrastructure, specifically available sewage and water treatment capacities, impact development and growth. Within Pacific County, both streams and rainwater are sources of freshwater, therefore sewage and water treatment are high-priority topics in the County and development is strictly regulated by their availability, via sewer within the Urban Growth Areas or septic systems outside of them. System capacities are constrained by water and drainage availability and electricity and solid waste management are widely available throughout the county and are not anticipated to be concerns for development in the near future.

At the Bendiksen Landing site, utilities come from various public and private sources. Sewage and water are supplied from the City of South Bend, electricity is supplied from Pacific County Public Utility District 2, and broadband is supplied by an independent service provider. The studio group is still in need of information regarding the public utility's existing lines, capacity, and cost at the site in order to further assess the site's development opportunities. Other opportunities to research further include: data collection on marine transportation; the possibility for speed reduction and additional crosswalks along Highway 101; and a more detailed assessment of traffic, public transit, and freight transportation counts, including fluctuations by seasonality.



## CONCLUSION

The following Initial Conditions Report will summarize our key findings as they pertain to zoning and land use ordinances, environmental regulations, the Bendiksen Landing facility conditions at present, available infrastructure and transportation connections, and an overview of the community's population and major industries. Having laid the groundwork with this initial research, further analysis will begin next quarter via synthesis of market needs with the constraints of the site at hand, which will require collaboration with stakeholders from the Port and County to fill in some of the gaps in research identified by the studio group thus far. While there are challenges unique to the community and the site itself, there are also key opportunities to be strategically explored through detailed research, analysis, modeling. This will result in a proposed development plan that aims to position Bendiksen Landing as a catalyst for economic growth and prosperity, as well as community engagement and vitality.

*Figure 2: Streetview of Bendiksen site*





# COMMUNITY DEVELOPMENT

## OVERVIEW & HISTORY OF SOUTH BEND

The Bendiksen Landing site is located on the south bank of the Willapa River in the small city of South Bend, Washington. To gain the best understanding of the South Bend community specifically, starting at the state level and narrowing in to compare county and port statistics paints the most holistic picture of the population's composition and South Bend's position within a broader regional context. South Bend is one of the primary economic hubs of the Port of Willapa Harbor, which encompasses 908 square miles in the northern part of Pacific County, and includes the towns of South Bend, Raymond, Bay Center, and Tokeland, among others.

Maintaining the historical character and structures of Pacific County is critical to preserve its charm and foster an attractive place for residents, tourists, and businesses alike.

The town of South Bend does not contain a state or nationally recognized historic district, but has four nationally registered historic structures (National Register):

1. Lumber Exchange Building (added 1988 - - #88000604)  
Robert Bush Dr./US 101 and Willapa Avenue, South Bend
2. Pacific County Courthouse (added 1977 - - #77001348)  
Cowlitz and Vine Sts. , South Bend
3. Russell House (added 1977 - - #77001349)  
902 E. Water St. , South Bend
4. South Bend Carnegie Public Library (added 1982 - - #82004269)  
W. 1st and Pacific Sts. , South Bend

While there is no possibility to register any of the existing Bendiksen Landing structures as historic places at national or state level (Maul Foster Alongi Inc., 2023), the beloved structures and history of the Bendiksen Landing make it an important site that remains interwoven with the history of industry in South Bend.

## REGIONAL DEMOGRAPHICS

### People – Historical Context

North Pacific County is home to the Chinook and Lower Chehalis people. The town of South Bend was formerly the site of Tshélsó, or "Little Sandy Place," the Willapa Chinook village. The Chinook people harvested fish and shellfish from the river, and were formidable traders with the Chinook and Lower Chehalis people. Today, the Chinook Nation holds several cultural events and ceremonies throughout the year. These events are open to the public, offering opportunities to learn more about the tribe's traditions and customs.

In the 1850-1860's white people worked with the Chinook people to harvest oysters on their land. Later, early white settlers used

the Donation Land Act and Homestead Act to claim lands between the river and Willapa Hills. This space was used for agriculture and livestock. The 1870 Federal Census shows that most settlers in the area were families, and most of the men identified themselves as farmers or oystermen.

In the 1880s, the rise of the steamboat shifted industry in South Bend from oysters to logging. The timber mill owners prevented saloons from opening, making South Bend unique compared to many other logging towns during this era. In 1889, the South Bend Land Company gave the Northern Pacific Railway a substantial tract of eastern, waterfront land in exchange for the promise of connecting the town of South Bend with the North Pacific Line. This train line ran between Tacoma, Washington and Portland, Oregon. The prospect of new development rapidly increased the interest and values of land in 1891, valuing the town of South Bend at \$2.5 million. The tax valuation, however, dropped drastically in 1892 and "the Panic of 1893 brought the economy to a grinding halt and by 1895 the valuation had dropped precipitously to \$414,320" (Ott, 2010).

Regionally, both population growth and diversity in Pacific County and South Bend lag behind national and state figures.

Pacific County's average population growth is 0.7%; this is lower than the average rates of growth for both Washington state and the United States as a whole (1.5% and 0.9% respectively). South Bend's population is on the decline, with a -0.73% decrease between 2020 and 2010 Census figures, and a -9.4% decrease between 2000 and 2010. Population projections for small communities can be particularly volatile, especially for communities with seasonal industries. Notable data points that will impact South Bend's population growth or decline are the high percentage of older residents, and the low percentage of residents aged 20-29 as this encompasses the ages at which young adults leave the households they grew up in, perhaps to relocate outside the area (which this data indicates they are choosing to do at high numbers), or start families of their own.

Racially, the region's population is quite homogenous and predominantly white at about a 90% majority for Pacific County. The other largest racial groups are Hispanic (about 10%), and Native American (4%). The Lower Chinook tribe were the original inhabitants of the region, and many of their descendents still reside in the area. A majority of residents speak English, with Spanish (7%) the second most spoken language in the county. Narrowing in to South Bend, only about 26% of South Bend's population identifies as non-white, with the largest racial groups being Hispanic (20%) and Native American (11%). Latest Census figures did not report and Black or Pacific Islander people in the community. Approximately 22.4% of residents speak a language other than English (predominantly Spanish at 17.8%, with a smattering of Asian languages).



	South Bend	Port of Willapa Harbor	Pacific County	Washington State	United States
Population	1,859	10,000	23,396	7,688,549	331,097,593
<b>AGE</b>					
Median Age	44.5	-	54.7	38.4	38.5
Age 20-29	6.50%	-	7.60%	13.80%	13.50%
Age 65+	20.90%	27%	32.50%	16%	16.50%
Disability	31.90%	42%*	24.20%	13.50%	13.40%
<b>EDUCATION</b>					
High School Degree	32.30%	30%	29.50%	21.50%	26.10%
Bachelor's Degree or Higher	17.70%	16%	23.70%	39.50%	35.70%
<b>INCOME &amp; EMPLOYMENT</b>					
Median Income	\$45,156	\$65,000*	\$58,889	\$91,306	\$74,755
Employment	43.50%	51%	43.60%	61.10%	60.30%
Poverty	30.40%	14%*	13.20%	10%	12.60%

*Table 1 showing Data from US Census Bureau American Community Survey estimates from 2022 5-year profile  
\*Percentage of households vs total population*

## MARKET CONDITIONS

### Economy – Historical Context

In the 1850-1860s, the primary market of South Bend was oysters, which were harvested and connected to seafood markets in San Francisco. When the market expanded to lumber, this also expanded the reach of South Bend. Suddenly lumber was traveling to broader American and foreign markets like San Francisco, the East Coast, and Argentina.) In 1912, the mills and canneries processed an immense amount of trees, fish, oysters, and crabs. During this time, boats hauled 40,000 crabs in a month, and “saw mills produced an average of one million board feet of lumber and about a million shingles each day” (Ott, 2010).

The Great Depression demolished the South Bend lumber industry. While Weyerhaeuser Timber Company bought out many of the mills in 1931, the industry did not last, and South Bend’s last saw mill closed in 1953. Natural resources are still a critical part of South Bend’s economy, specifically capitalizing on eco-tourism. South Bend offers opportunities for fishing, crabbing, boating, hiking, and birding.

### Craft and Traditions – Historical Context

When considering which regional crafts to amplify, it is important to understand the needs of the market, availability of makers, and the history of craft in North Pacific County.

The Chinook people have a long history of craft in the Willapa Valley. Wood and horn carvings are especially important to the Chinook

people. Carvings ranged from everyday objects like spoons, bowls and vessels, to sculptures depicting nature, spiritual beliefs, and cultural traditions. The Chinook people also have a history of basket weaving and canoe carving.

”

Regionally, there is a history of quilting and this craft is still prominent in the area today. Groups like the Willapa Harbor Quilters meet weekly at the Raymond Baptist Church. Around Southwestern Washington, there are quilting and fiber art events to buy, sell and display quilts throughout the year. Kusax Pchix Comb”, Greg Robinson, Chinook

For many artists, the natural beauty of the area has remained a source of inspiration. Nature motifs are integrated into various arts and crafts like painting, jewelry making, sculpture, and home products. This asset should be considered when catering to makers and displaying craft of the region.

### Primary Industries

Roughly in order of the highest percentage of the population employed, the region’s largest industries are: education, health, and social services; public administration; manufacturing; agriculture, forestry, fishing and hunting, and mining.

The primary industries are relatively similar across the county, port, and town level, with the exception that tourism and accommodations is the top industry in Pacific County overall, mostly in the established tourist destinations concentrated in Long Beach and Ilwaco in southern Pacific County. Tourism and accommodations related jobs employ 8.5% of the Port of Willapa

Harbor's workforce, and only 2.4% of South Bend's. This may indicate a potential opportunity for growth in this sector within South Bend, particularly given its proximity to the Willapa Hills Trail network, and the Willapa River itself, as there are limited facilities offering bike and watercraft rentals. Neighboring communities within the Port of Willapa Harbor have seen success in recent tourism investments, including the newly reopened Tokeland Hotel and nearby Tokeland Marina, soon expanding to offer kayak rentals and a waterfront restaurant, and a couple successful breweries in Raymond.

Many residents work in occupations centered around the production and processing of natural resources, presenting an opportunity to invest in value-added products and services, expanding upon the significant workforce employed by small-scale manufacturing trades and agricultural endeavors. The agriculture industry encompasses aquaculture (primarily shellfish), cranberries and other berries, cannabis, dairy and beef farming, brewing related crops, and more. Only 12-16% of farms in this region sell their products directly to customers. The aquaculture industry presents a particular opportunity, as the South Bend community prides itself on being the "Oyster Capital of the World", with annual oyster-related events and festivals. Two of the largest oyster processors, Pacific Seafood and Goose Neck Oysters, have made recent private investments in nearby Tokeland Marina across the water, but lack direct physical retail space on the south bank of the Willapa River.

While education, health, and social services employ 26.2% of

South Bend's workforce (the second largest industry behind manufacturing) and 21.9% of the Port's (the largest), there are additional opportunities to serve the local community in ways that offer longevity and sustainability, particularly with workforce training and youth education and investment. Grays Harbor College's Riverview Education Center is located in nearby Raymond, and the Pacific County Youth Alliance purports to host community programming but no longer has a functioning website. Strategic partnerships with organizations or industry apprenticeships could help retain and train the area's youth.

### Washington Coast Business Accelerator

Strategic, growth-oriented partnerships already at play include the Washington Coast Business Accelerator program (WCBA). The WCBA offers prospective or current business owners looking to start or grow a business free services including: training programs, access to advisers, financing opportunities, site selection support, with a focus on innovation, sustainability and resiliency, inclusivity and diversity. The goal is to fill employment gaps and needs while honoring local heritage and providing opportunity, particularly to the community's youth. There are approximately 576 small business employers throughout the county, and in 2018, 204 new business licenses were issued for companies doing business (though not necessarily based) in South Bend. These figures, plus the attendance of the WCBA programming (so far about 15-20 small business owners, primarily in the small-scale manufacturing industry), show the appetite of entrepreneurs in the region.

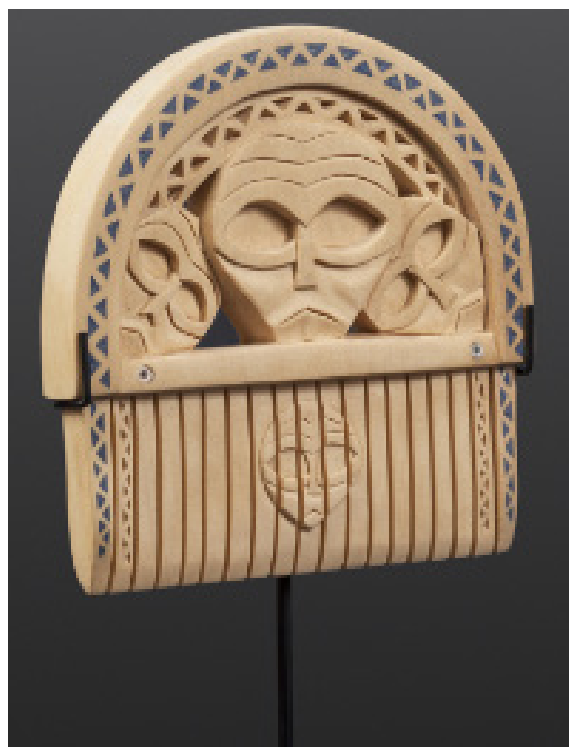


Figure 3: Kusax Pchix Comb", Greg Robinson, Chinook

### Market Needs

The Comprehensive Plans of South Bend, the Port of Willapa Harbor, and Pacific County have each laid out visions, objectives, and goals of their respective regions; the following correspond with potential economic development initiatives and opportunities:

- Provide, maintain, expand, and upgrade recreational infrastructure and tourism services
  - Integrate recreational uses into public property and facilities whenever possible to support visitor-based recreation, local enjoyment, and health maintenance
  - Extend the Willapa Hills State Park Trail System to the western city limits
- Support social service agencies and programs that address community needs, recognizing that quality of life is a vital component of economic development
  - Promote the continued enhancement and collaboration of the region's educational network to improve educational services, including vocational skills, business entrepreneurship, and career development for our children and youth
  - Encourage continuing education, skills upgrading, mentoring and lifelong learning among area residents and support links between training activities and economic development programs, apprenticeships, entrepreneurs and partnerships
  - Provide community services and initiatives that support



- workforce development and enhance the quality of life for all residents
- Partner with community organizations to host community events
- Market cultural, recreational and social activities that showcase the unique natural attractions, historic places, and activities of Pacific County
- Expanding the city's limited financial resources for community projects through public and private sector grants
- Strive to attract, maintain, and create jobs in sectors such as industry, tourism, recreation, agriculture, natural resources, technology, and retailing that provide family wages
  - Provide a sustainable maintenance dredging program to support marine-dependent industries in Willapa Bay
  - Recruit and facilitate development of and diversified investment for industrial, commercial, and mixed-use development including workforce housing
  - Encourage new tenants that diversify the economy, employ large numbers of personnel, demonstrate potential for sustainable growth, and provide the greatest economic benefit to the community
  - Ensure that sufficient agricultural land, support services, and skills are available to encourage a healthy, economically viable and diversified agricultural and aquaculture economy
- Enhance the viability of fishing and farming through strategies such as marketing, promotion, business development, financing, agritourism, and specialty and niche products
- Promote local producers of value-added offerings from Pacific County's unique agricultural, aquacultural, and forestry offer through events, exhibitions, and farmers' markets, and regional branding with the incorporation of "Willapa" in business and product names to represent quality, sustainable products
- Support the development of small businesses, sole proprietorships, and home/internet-based businesses

The Bendiksen Landing site is uniquely positioned to capitalize on a number of the region's key economic development opportunities. Given its prominent position along the riverfront, the Willapa Hills trail, and Highway 101, clear tourism and recreation opportunities exist. The Port has also committed space within the large and multi-faceted site to providing physical space, facilities, and services to support the efforts of the WCBA and the entrepreneurs enrolled in the programming.

	<b>Population Demographics</b>	<b>Market Conditions</b>
<b>Strengths</b>	Many skilled workers in agricultural and manufacturing industries with interest in value-added products and entrepreneurial support programs	Potential partnerships: Washington SeaGrant, higher education institutions Business incubator Proximity & economic link with Raymond
<b>Weaknesses</b>	Declining & aging population Lack of diversity	Diversification away from cannabis industry Lack of apprenticeship/job skills training
<b>Opportunities</b>	49.8% of the labor force works outside of the county Many skilled workers in agricultural and manufacturing industries with interest in value-added products and entrepreneurial support programs Cultural heritage of Chinook community	New economic activity to align with community vision, goals & objectives per comprehensive plans Direct-to-consumer aquaculture outposts Natural resource-related industries/craft, opportunity for additional value-added products
<b>Threats</b>	Declining & aging labor force and overall population Youth exodus	Previous speculation & initiatives have lost traction & not been successful Climate change Competition with Raymond for economic development, resources, and residents

Table 2 showing SWOT Analysis of Population Demographics and Market Conditions

# ZONING AND LAND USE

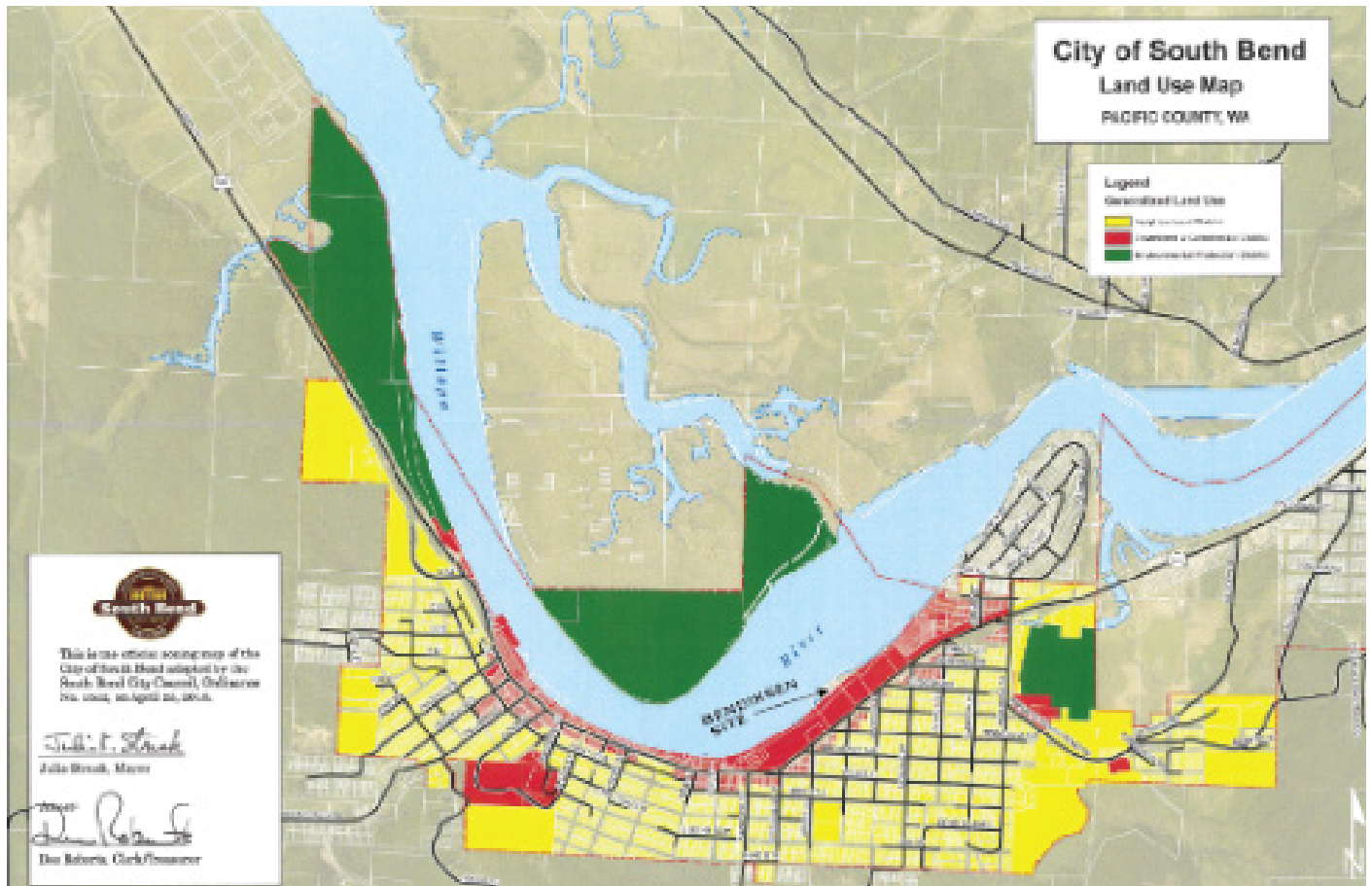


Figure 4: Zoning Map of South Bend

## LAYERS AND DESIGNATIONS

The Port of Willapa Harbor spans parts of South Bend and Raymond in Pacific County. The most detailed zoning and land use specifications available come from the South Bend Zoning Ordinance #1532, which designates the area containing the Bendikson site as a Downtown and Commercial District. The stated purpose of the Downtown and Commercial District is to “accommodate a blend of commercial, manufacturing, residential, and public uses that contribute to the economic vitality of the city.”

At the county and state level, both South Bend and Raymond are designated as part of an Urban Growth Area. East Raymond, however, is a Mixed-Use District. The Washington State Growth Management Act encourages a cooperative planning process between the County and the municipalities, where the former provides a framework for the comprehensive plans of the latter. Because South Bend and Raymond are both incorporated, their respective comprehensive plans, developed with the cooperation of the county, serve as the primary framework for their zoning

and land use. County-level regulations fill in where comprehensive plans do not exist for unincorporated areas. Furthermore; it is the county's role to develop Unified Development Ordinances for the Urban Growth Areas in consultation with cities, assuming the eventual annexation of these areas by the surrounding cities. It should be noted that the Raymond Comprehensive Plan update is not yet complete.

## SOUTH BEND SHORELINE MASTER PROGRAM

The location of the site necessitates compliance with the City of South Bend Shoreline Master Program regulations concerning shoreline development. This entails obtaining permits for substantial development, conditional use, and variances for overwater structures such as piers, docks, ramps, and access points. The site under the South Bend SMP is classified as a City Waterfront Environment which gives priority to water-oriented development over non-water oriented projects. This also stipulates that all new development must ensure public access and maintain water quality via low impact development methods. It prohibits non-water oriented development over water except for cases where they are



auxiliary to and necessary to support water dependent uses.

In accordance with section 3.3 of the South Bend SMP there is a minimum required shoreline buffer of 25 feet measured from the ordinary watermark to aid in maintaining ecological function of the shoreline. The SMP stipulates that maintaining ecological function is paramount, with avoidance of impacts being the priority. If avoidance is not feasible, mitigation measures must be taken in a specific order: minimizing impacts, rectifying through restoration, reducing over time, compensating, and monitoring. Instream structures for habitat and natural system enhancement are however allowed.

Section 3.4 of the Master Program allows for the continuation of existing uses, structures, and parcels established before the program's adoption. For the Bendiksen site, classified as City Waterfront, existing uses and developments can expand, redevelop, change occupancy class, or rebuild without needing a shoreline Variance. However, any upward expansion must adhere to Section 3.7, ensuring that new or expanded developments do not unreasonably obstruct shoreline views from neighboring properties, unless serving the public interest. Exceptions are made for power poles or transmission towers, which must not exceed necessary heights. Moreover, new or expanded developments must maintain a minimum setback of ten feet from the landward edge of the shoreline buffer, which can incorporate open space, landscaping, decks, architectural features, and patio.

Willapa River is considered a shoreline of statewide significance and therefore requires consultation with state and federal resource agencies and tribal governments for development proposals that may impact fish and wildlife, and other shoreline resources. Preference is given to sustainable uses that provide long term benefits and preserve aesthetic qualities. Public or private developments that offer trails, viewpoints, water access points, and water-related recreation opportunities are actively encouraged in these areas.

According to the South Bend SMP commercial and industrial development is not considered water-dependent, water-related, or water-enjoyment use until approved by the Administrator in accordance with the Master Program's definition and intent. New non-water-oriented commercial development is generally not permitted unless it meets specific criteria of being a part of a mixed-use project with water-dependent uses, provides public benefit for access and ecological restoration, occurs in severely limited navigable areas, or is separated from the shoreline by another property or public right-of-way. Non-water-oriented commercial development should not be over water unless within an existing structure or in support of water-dependent uses. Additionally, a non-water-oriented commercial use may occupy an existing vacant structure for up to 90 days without expansion.

In addition to the requirements for docks and piers, major upgrades

to streets and highways within shoreline areas must integrate low-impact development strategies to protect or improve water quality. Parking is prohibited as the primary use within shoreline jurisdiction, with parking for authorized activities encouraged to be located as far inland as possible, utilizing low-impact techniques to safeguard water quality. Furthermore, the city is prohibited from vacating any right-of-way adjacent to shorelines, except as outlined by RCW 35.79.035. New utilities should generally be located outside shoreline jurisdiction, unless essential for a waterfront location or permitted shoreline development, with designs prioritizing the preservation of views and favoring underground or under-bridge locations in existing rights-of-way to minimize visual impact and avoid structural shoreline alterations whenever feasible.

In essence, the South Bend Shoreline Master Program underscores ecological conservation, advocating for water oriented land uses, public access and water quality preservation through the implementation of low-impact methods for site enhancements. While existing uses are favored, new development is permissible under precise criteria.

## SUMMARY OF LAND USE AND ZONING SPECIFICATIONS

See Appendix A



*Figure 5: View of property waterfront*

# ENVIRONMENTAL REGULATIONS

This section will cover the following environmental features and conditions of the site and its surrounding context:

This shall include the role that Willapa River and the larger river complex play in shaping the city's geography and the lives of the city of South Bend's residents. More specifically, it explores surface water management, examining the city's major and minor water bodies, the environmental significance of the system itself, and the challenges of maintaining water quality, navigability, and protecting the local environment. Geological features such as soil composition are outlined, as well as the current status of agricultural aquaculture practices in the area. The potential hazards section will provide an overview of the risks posed by natural events, from the geological to the climatological, these being landslides, seismic activity, flooding, and sea level rise. More specifically, there is a brief assessment of South Bend's vulnerability to these events, such as Tsunami risk, and the implications for urban planning and disaster preparedness, as well risk to and potential impacts on local communities and industries. We will then explore the efforts made to protect the environment, through the designation of critical areas, environmental protection districts, and the regulation of development to ensure compatibility with the natural landscape. This is followed by an overview of the recreational opportunities provided by local trails and parks and the ways in which these amenities contribute to the community's quality of life while remaining compatible with efforts to respect and preserve the natural environment.

## SURFACE WATER

South Bend sits near Washington's southwest coast, tucked six miles upstream from Willapa Bay and is formed by a 1.63 square mile swath of land and bound, but also interconnected, by 0.38 square miles of water. However, the proportion is deceiving as it is the water that plays a huge role in shaping the city's topography and way of life.

The city's major body of water, the Willapa River originates at the Willapa Hills in southeastern Pacific County then runs approximately 41 miles before emptying into Willapa Bay. The South Bend stretch of river takes on varying widths from 550 feet to 1,700 feet and is the city's most prominent and visually dominating natural feature, as made apparent through its feature in the town's name. Within the city boundary, it is framed by a Shoreline of Statewide Significance under Washington's Shoreline Management Act and carries a Class A surface water designation, but is currently falling short of dissolved oxygen and fecal coliform bacteria standards. A navigable route that connects South Bend to the Pacific Ocean was made possible through The



*Figure 6: Recognized environmental conditions present at the Bendiksen Landing site (Site Conditions and Market Assessment, 2023)*

River and Harbor Act of 1916. The Act designated the width and depth of channels leading from the deep water of Willapa Bay to the Raymond forks of the Willapa River. Occasional dredging is necessary to maintain navigation and is managed jointly by the U.S. Environmental Protection Agency, Washington Department of Natural Resources, and Washington Department of Ecology through the Dredged Material Management Program. The safe disposal of dredged material is tasked to the U.S. Army Corps of Engineers.

The much smaller Potter and Skidmore Sloughs partially flow within South Bend, but remain significant as they create wetlands that flank the city. They are fed by tidal flows and freshwater streams. The city boasts a healthy stock of both freshwater and saltwater wetlands. About 50 acres of South Bend that is positioned North of the Willapa River is low wetlands, no higher than 20 feet in elevation. The south bank of the river is classified as Estuarine Open Water Wetland and is where fresh and saltwater mix during tidal interchanges.

With annual precipitation nearing 77 inches (nearly double that of Seattle), stormwater can potentially be an issue that can have a severe damaging effect to infrastructure and the population. To mitigate that risk, the city relies on a storm sewer system, roadside ditches, and culverts. Through the ditches and culverts, water flows to lower elevations and out to the Willapa River at seven outfalls, of which only five have tide gates that stop river inflow during high tide or flooding events. A current problem city officials are wrestling with is when high rainfall, high tides, and flood events culminate, and the east end of the city faces significant draining deficiencies. The Bendiksen Cannery site has no stormwater system plans that we know about, but uses one roadside ditch to move water west along Highway 101, and another ditch to guide water toward discharge into the Willapa River.



## SOIL

South Bend is formed of many soil types, including: Ocosta silty clay loam, Rennie clay loam, Vesta silt loam, and Willapa silt loam. Approximately one-quarter of the city, or 25 acres, is made up of very deep, well-drained Udorthents soils that can exceed depths of 60 inches. It can be found along the south bank of the Willapa River and as far inland as the 100-year floodplain boundary.

## AGRICULTURE & AQUACULTURE

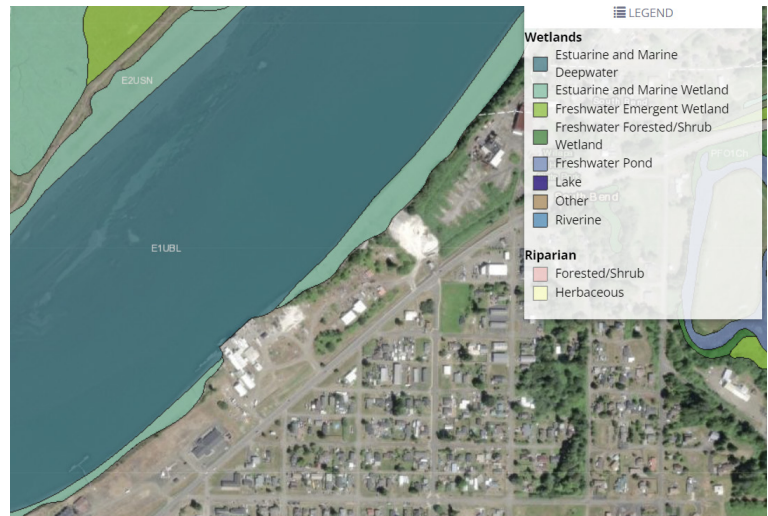
A little over 10% of Pacific County is agriculturally productive with the majority of production coming from dairy, livestock, cranberries, and shellfish aquaculture. Holding the title of the largest agricultural industry in the county, shellfish aquaculture accounts for nearly two-thirds of all production acreage within county lines. It's no surprise that the county is also the most economically dependent on shellfish aquaculture than any other county in Washington State.

## HAZARDS

When it comes to hazardous erosion, none of the soil types found within South Bend has high potential for erosion, if left undisturbed. However, in steep sloped areas, specifically ones with a 15% or greater gradient and especially those developed with buildings and streets, high erosion rates or mass wasting can occur in certain soils. Similar to erosion worries, landslides can also occur on slopes with grades of 15% or more and have an increased likelihood if positioned above springs, groundwater seepage, or void of consolidated rock. While minimal evidence of even small past failures has been seen, heavy and prolonged rainfall significantly exacerbates the chances of landslides.

When looking at the near inevitability of seismic activity along the Pacific Northwest coast, it is important to note that large areas of the South Bend community fall within the Earthquake Amplification Site Class "D to E", which tops the list as having the highest susceptibility of damage by seismic waves and soil liquefaction, especially along the waterway. The city also falls well within the tsunami hazard area. Modeling of the area shows a Cascadia Subduction Zone earthquake of magnitude 8 could inundate South Bend with waves reaching up to 55 feet high in as little as 30 minutes! Additionally, many waterfront properties have been built up with and on top of unknown fill materials, potentially adding to the instability of shoreline soils.

Flooding and sea level rise are also quite inevitable and, while possibly slower moving, just as dangerous. Findings from county modeling show that sea levels could potentially reach the 5 foot above current levels mark by 2140 in a medium rise scenario or by 2100 in a fast rise scenario. The chance of annual coastal flooding events reaching 5 feet above sea level is on a much faster track and may jump beyond a 50% chance in 2080 in a medium rise scenario and 2060 for a high rise scenario. Both could prove devastating for low-lying, shoreline communities and industries, especially those that already fall within designated special flood hazard areas.



*Figure 7: Wetland designations present along the Willapa River (National Wetlands Inventory, 2022).*

## PROTECTION OF ENVIRONMENT

While protecting natural resources can help mitigate pollution and create healthy and beautiful spaces within a community, places like South Bend also rely economically on maintaining productive and balanced ecosystems. One step they were required to take under the state's Growth Management Act involved the designation of "Critical Areas" within city limits. South Bend's designated areas function not only as a benefit for public safety, flood control, and fish and wildlife resources, but some also contribute significantly to the local economy. Through their comprehensive plan, the city has also established an Environmental Protection District and will ensure that any development within or adjacent to said District is compatible with those critical areas. Similarly, more areas have been designated for fish and wildlife habitat conservation, protected wetland areas, as well as protection through partnership with Pacific County Lead Entity for the anadromous fish that use the city's surface waters. By also utilizing the Shoreline Master Program, adopted by the Washington State Department of Ecology in 2017, the region protects the gravely important water bodies through regulation of shoreland development.

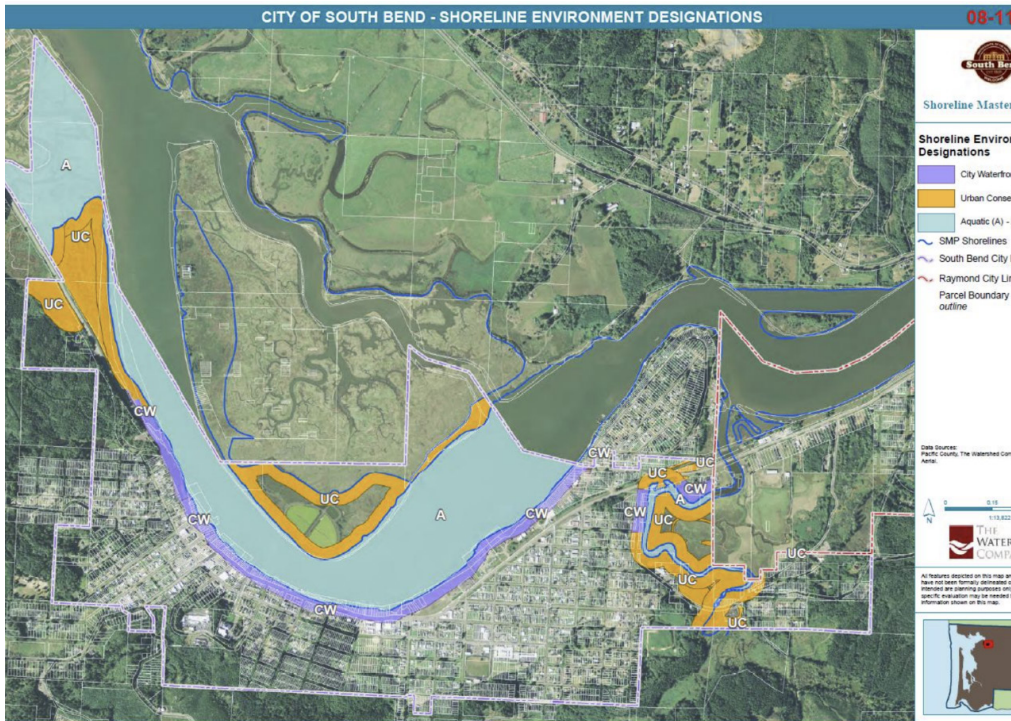


Figure 8: Shoreline Environmental Designations (The City of South Bend Shoreline Master Plan, 2022)

## TRAILS & PARKS

Willapa Hills State Park Trail is undoubtedly the city's most comprehensive recreation option as it links the waterfront of South Bend to the inland city of Chehalis 56 miles to the east. Owned by Washington State Parks, it is popular with long-distance cyclists and hikers, as well as local runners and walkers. The city of South Bend extended the trailhead 1100 feet to the south and have high hopes of working with State Parks to further extend into the city's downtown area, thus bringing with it potential economic stimulus.

The county also showcases water recreation by way of its Willapa Bay Water Trail which allows kayakers a chance to voyage on the local waterways and experience highlighted spots in the Willapa Bay. The "trail" extends from the Columbia River in the south, all the way up to Tokeland Marina in the north. In addition to both of these unique trails, South Bend also maintains eight city-owned parks that range in size from the five-acre Community Park to miniscule pocket parks.

## SUMMARY OF ENVIRONMENTAL REGULATIONS

The findings of this preliminary assessment and discovery-process highlight some of the key areas of interest and consideration for the Environment and natural features, systems, and processes that shape the Bendikson site as well as the community it exists within. As we continue to investigate and digest to extensive amount of environmental information that is available, what has been discovered thus far sets the stage for ensuring any urban planning initiatives and development are within the bounds of promoting

environmental health and safety, protecting critical areas and districts that directly and simultaneously support conservation efforts and local community-based industry interests, and lastly in accordance with government and planning interests that focus on maintaining compatibility across varied interests and human-ecological priorities. This information also highlights the city and the site's unique environmental challenges, in the context of water management, soil preservation, hazard mitigation, environmental protection, and public recreation, all of which provide real and consequential parameters that we can more confidently work within next quarter.

Moreover, the findings in this section of the report represent a brief summary of the data and information that has been documented and cataloged throughout the initial investigation. Relevant information has been cataloged in an Existing Environmental Documents GoogleSheet Matrix, a living document which will continue to be revised and expanded on. The scope of relevancy for these documents ranges from the Bendiksen Site itself, South Bend, Pacific County, and Washington State, covering a wide range of document types which include, but are not limited to Plans, Reports & Assessments, Memos, Notices, Info Sheets, Manuals & Handbooks, and more. The Environmental Regulations Matrix, available in the same GoogleSheet document, currently includes an extensive discovery of (at present) the Washington State codes that relate to the topics of, but once again are not limited to, water, air, soil, shorelines, fish and wildlife, natural resources, waste, hazardous materials, and more.

**See Appendix B**



# PHYSICAL BUILDINGS

The 8.8 acre site is formerly home to ten former seafood cannery buildings that total 28,000 square feet. The buildings range from 1,000-10,000 square feet and have been built out incrementally over the cannery's lifespan. The site has approximately 780 feet of frontage on the Willapa River, and has a 32,000 square foot wharf and a floating dock.

## BUILDING OWNERSHIP & HISTORY

Historically, Gretchell Shingle Co owned and operated a shingle mill in the eastern part of the site. The shingle mill is visible in the 1939 Sanborn Fire Insurance Map. The use of the site before this period is unknown, and the shingle mill facility has been demolished. A seafood cannery was in operation from the 1940s-2020. The Port of Willapa states that past activities on the site include: "log transport, operation of a railroad spur line, fish and shellfish canning, truck shipping, mororage for work boats, retails seafood store operations, and cannery office operation" (Maul Foster Alongi Inc., 2023). The Maul Foster Along, Phase 1 Environmental Assessment elaborates:

"Based on a review of database information, it appears that numerous seafood-related businesses have operated on the Property under the names Dungeness Development, Dungeness Development Associates, and Queen Fisheries, Inc. The businesses were assigned the North American Industry Classification System use code 311711 for Seafood Canning." (Maul Foster Alongi Inc., 2022).

After reviewing documentation provided by the Port of Willapa, we have a broad understanding of the history of the buildings on site. Building one, located on the southeast corner of the site, was constructed in the 1930s and is one of the original buildings. From 1938 and 1940 historical topographic maps, we know that a long building ran parallel to the Willapa River. The building was replaced in 1957 with two buildings perpendicular to the Willapa River. These buildings are consistent with the current locations of the warehouse buildings on the site (Maul Foster Alongi Inc., 2022).



### Building uses identified:

- **Building 1:** Former Retail Seafood Store
- **Building 2:** Office
- **Building 3:** Shrimp Line
- **Building 4:** Shrimp Peelings
- **Building 5:** Shrimp Line/Ice/Other
- **Building 6:** Covered Space
- **Building 7:** Boiler Room
- **Building 8:** Fuel Tank Building
- **Building 9:** Warehouse/Cold Storage
- **Building 10:** Shop/Canning/Ice Building

Figure 9: Past building use

## History

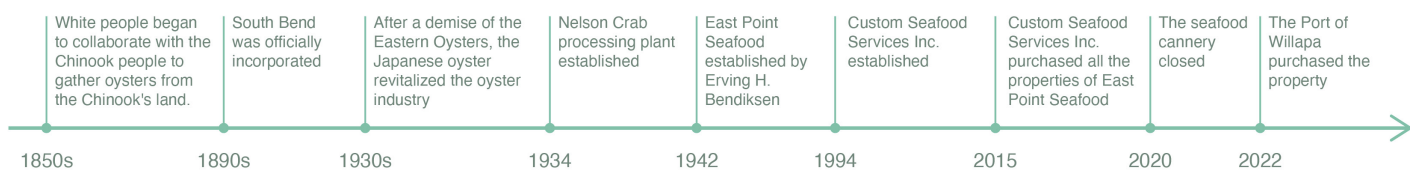


Figure 10: Timelin Historical context

## BUILDING CONDITIONS

The Livermore Structural Assessment, directly included or referenced in subsequent reports, outlines the existing conditions of the Bendiksen Landing site structures. Buildings out of compliance include: 1, 2, 3, 7, 8, and the miscellaneous structures. Buildings noted for their structural problems include: 5, 6, and 9. Buildings in “good” or “fair” conditions include: 4, 10. The corresponding Physical Building matrix provides in depth details on each structure, building materials, and conditions.

## AREAS FOR FURTHER RESEARCH

After researching and aligning with our Studio 507 Professor, David Blum, there are several avenues we need to further investigate. From the structural assessment, we have determined which buildings are not up to code. However, we need to investigate further to understand why they are not up to code and the extent of work to be done. What specifically are the regulatory defects of each building? Has this changed since the initial structural report was completed? We also need to understand, are there structures or materials not captured in our assessment that will need to be assessed or removed entirely? As directed by Professor David Blum, we need to further investigate the following building regulations: fire, public buildings, ways of evacuation, utilities, and inner climate (light, temperature, humidity, ventilation). This information was not present in the initial reports provided by the client. We received construction permits on Monday, March 4 2024. In the following month we will research these building regulations, and seek further guidance if necessary to determine the conditions and potential needs of the site.

## FUTURE NEEDS

To closely investigate the regulatory constraints of the site, we need several documents from the client. First, we need access to the building permits from the site, and the permits which underlie the current remodel and construction work on the Bendiksen site. These permits will help us understand the approved scope of work, and identify potential gaps. We also need a full understanding of the progress of remodeling onsite, specifically what existing conditions the Port of Willapa has addressed thus far. We also need Title documents and the corresponding site survey to accurately model the site’s topography contours and building heights. The Maul Foster Along’s “Phase 1” report stated that “Title records were not provided for review.” If a site survey was not conducted when purchasing the building, we would request a survey be completed.

After a discussion with the client, we received construction permits on Monday, March 4 2024. This information will be reviewed and integrated into the building conditions matrix.



Figure 11: Showing section of current building



Figure 12: Current Building Information



## EXISTING BUILDING CONDITIONS & PRELIMINARY MODELS

Specific survey records, as well as some of the original blueprints were provided to us by the Port of Willapa Harbor. These documents were scanned at a resolution of 600-1200 DPI in order to create the highest quality digital documentation for the purposes of this course, as well as for the Port's own record. The following document was used as a building-footprint base for the initial stage of creating an accurate 3-dimensional reconstruction of the buildings on-site. Additional information, such as building elevation data and known floor heights from other sources was used to create a SketchUp-model mockup of the buildings. We then used lidar generated Point-cloud data from Washington State DNR to reconstruct the full terrain of the surrounding landscape. This point cloud data was cleaned and specific Classifications of the Lidar data were isolated to generate a 3D mesh of the terrain (from the highest point down to the water's surface). That digital terrain data was converted to an .obj file type which is accessible to most 3D modeling softwares. We used Rhino3D to then generate contours at an interval of 6" (0.5ft), and have affixed the building model onto the terrain. Our next steps include locating bathymetry data (topography of the river itself) which will provide us with a deeper understanding of the opportunities and constraints of development, as well as the environmental and geological risks that the site is susceptible to. While we do have a digital reconstruction (by drafting over the scanned maps at scale) of the water-based demarcations (those included in the Legend of the survey-document below), given the importance of these boundaries, and the limits of digitally drawing over printed linework, we are still looking for the most recent, reliable, and legally admissible (here meaning accurate enough to make assessments of what's legally permissible) data-source/digital record for these boundaries

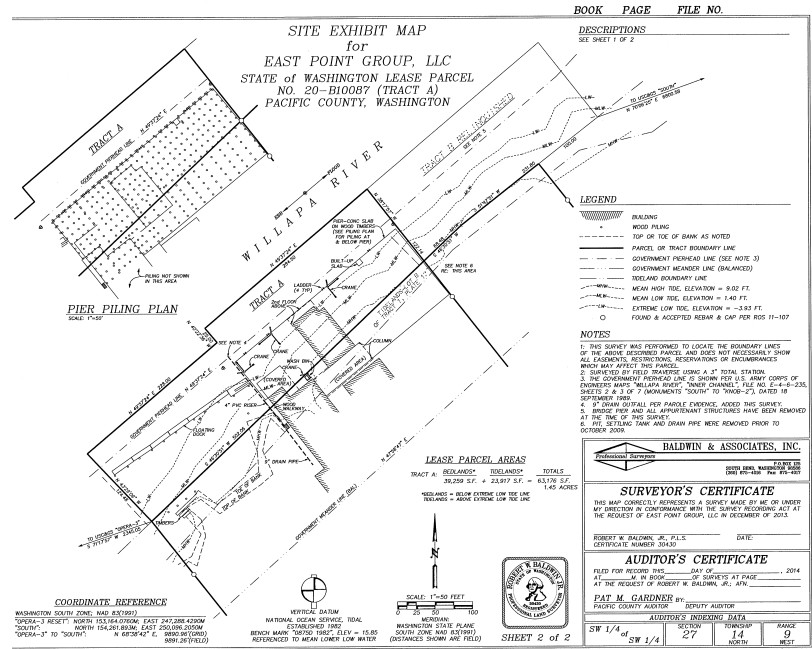


Figure 13: Current Building Information

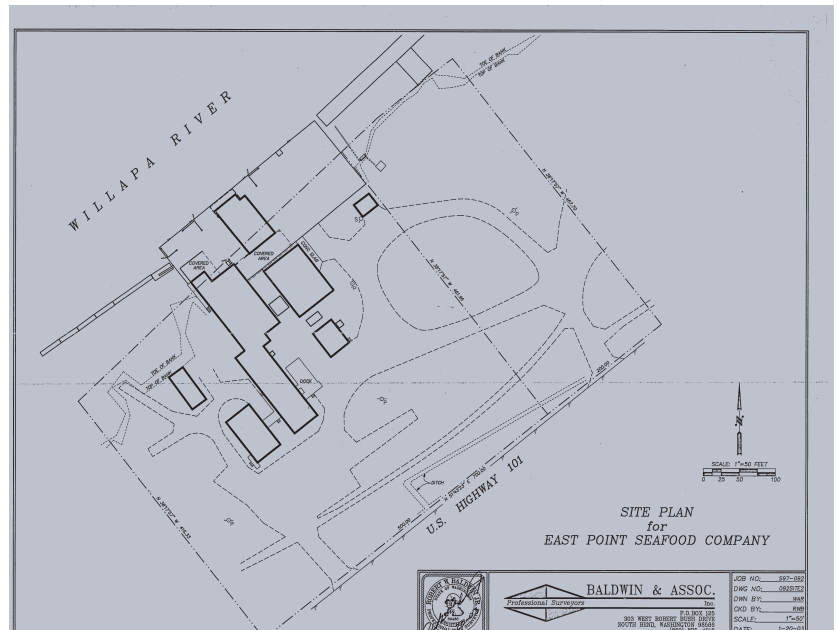


Figure 14: Current Building Information

## EXISTING REGIONAL TRANSPORTATION INFRASTRUCTURE

The regional transportation system connecting the City of South Bend is limited depending on the mode whether it is freight, aviation, marine, motorized, non-motorized, and public transportation. There are no commercial or cargo rail services and there are no commercial airports available for public uses in Pacific County. There are two airports that do serve private uses for agricultural or industrial operations. The closest to the Bendiksen site is the Willapa Harbor Airport is located 5 miles west of Raymond and the property is used for agricultural operations like cattle grazing, hay production, as well as recreational activities and storing of airplanes. The Port of Ilwaco Airport is smaller and serves industrial needs mainly in the southwest region of the county. The Willapa Harbor Airport lies across the river along SR 105 five miles west of Raymond. The airport has a paved, 3,000 feet long, 52 feet wide runway. Facilities at the site include three hangars and a pilot ready room. The airport receives water from the City of South Bend (no fire capacity), uses on-site sewage disposal, and has power from Pacific County PUD#2.

There is a robust use of the local waterways for regional transportation. The four major ports are: Willapa Harbor, Chinook, Ilwaco, and Peninsula. Combined these ports promote economic development as well as marine mobility and produce \$7.3 million per year in revenue and employ local residents. The marine transportation system has shifted from solely commercial to a combination of commercial and personal use such as recreation and tourism. The Willapa Bay has several marinas that promote recreational sailing and serve commercial fishing and shellfish industries. There are approximately 21 commercial fishing vessels registering South Bend as their hailing port. This is considered vital to the county and city of South Bend's economy.

According to the recent Census, the vast majority of residents in Pacific County use private vehicles to commute to work and get around South Bend. Around 68.6% drive alone to work, while only 5.6% walk to work and 0.2% use public transportation. The streets and major roads in Pacific County are maintained and operated by various jurisdictions. The Pacific County Public Works (PCPW) is responsible for 690 miles of roads and 64 bridges in Pacific County, not including the Astoria-Megler Bridge that carries state route 101 across the Columbia River into Oregon. The WA State Department of Transportation (WSDOT) maintains seven state routes in the county, including the state route 101, 6, and 105 which are major transportation corridors for the residents of South Bend. In particular the state route 101 crosses through South Bend North to South. The most recent average daily traffic count on state route 101 was 8,100 at milepost 055.78, Skidmore Slough Bridge in 2018. The city street system within the city of South Bend includes arterial, collectors, and local streets. The traffic in city boundaries

is manageable and light with the designated arterials carrying the majority of car traffic volumes and connecting to neighborhood areas and major areas. These arterials are the state route 101 and First Street. The rest are collector streets that carry a lower volume of car traffic, connecting smaller streets to arterials. The major collector streets are: Alder Street, Broadway Avenue, Cedar Street, Central Avenue, Ferry Street, Harrison Street, Memorial Drive, Monroe Street, Prospect Avenue, Summit Avenue, Water Street, Willapa Avenue. The minor collector streets are: Jefferson Street, Kendrick Street, Madison Street, Quincy Street. Car parking is very limited in the City of South Bend. The only public parking is next to the Willapa Hills Trailhead. The need for additional parking closer to downtown South Bend could present an opportunity for the Bendiksen site.

The existing public transportation system serves to connect residents of South Bend to nearby towns such as Raymond and Tokeland. The local government office that operates public transportation in Pacific County is Pacific Transit. In total there are five operational bus routes that serve Pacific County residents, routes: 14, 20, 24, 32, 50. The majority of bus routes operate on weekdays only. Bus routes 32 and 20 operate on Saturdays too. Route 32 is the only one operating in South Bend connecting to cities North and South approximately every hour from 8:30am to 6:30pm. In 2023, two express shuttles were added with service from Raymond to South Bend, and Raymond/South Bend to Tokeland. Currently, there is not a bus stop conveniently near the Bendiksen site but there are some within 0.5 miles away. Within the past year there has been a growth in trend of the shopping shuttle between Raymond and South bend but a decrease of usage in bus number 32 and 50. See charts below.

Given that most South Bend residents own and use private vehicles to get around, non-motorized transportation is limited and challenged by high travel speeds along the stateroute 101 and lack of safe crosswalks. In 2022, there were 15 recorded crashes and in 2023 there were 10 recorded crashes across all roads in South Bend. The major existing non-motorized transportation infrastructure is for recreational and tourism use rather than everyday commuting for residents. The Willapa Hills Trail is a 56-mile rail to trail conversion that connects Chehalis, Lewis County to South Bend, around 1 mile away from the Bendiksen Site. It is vastly used by bicyclists, including electric bicycle users, during the dry spring and summer months. The close proximity to the Willapa Hills Trail could present an opportunity for increasing bicycle tourism to the Bendiksen site to be explored in the near future. See Appendix D for a full transportation infrastructure summary.



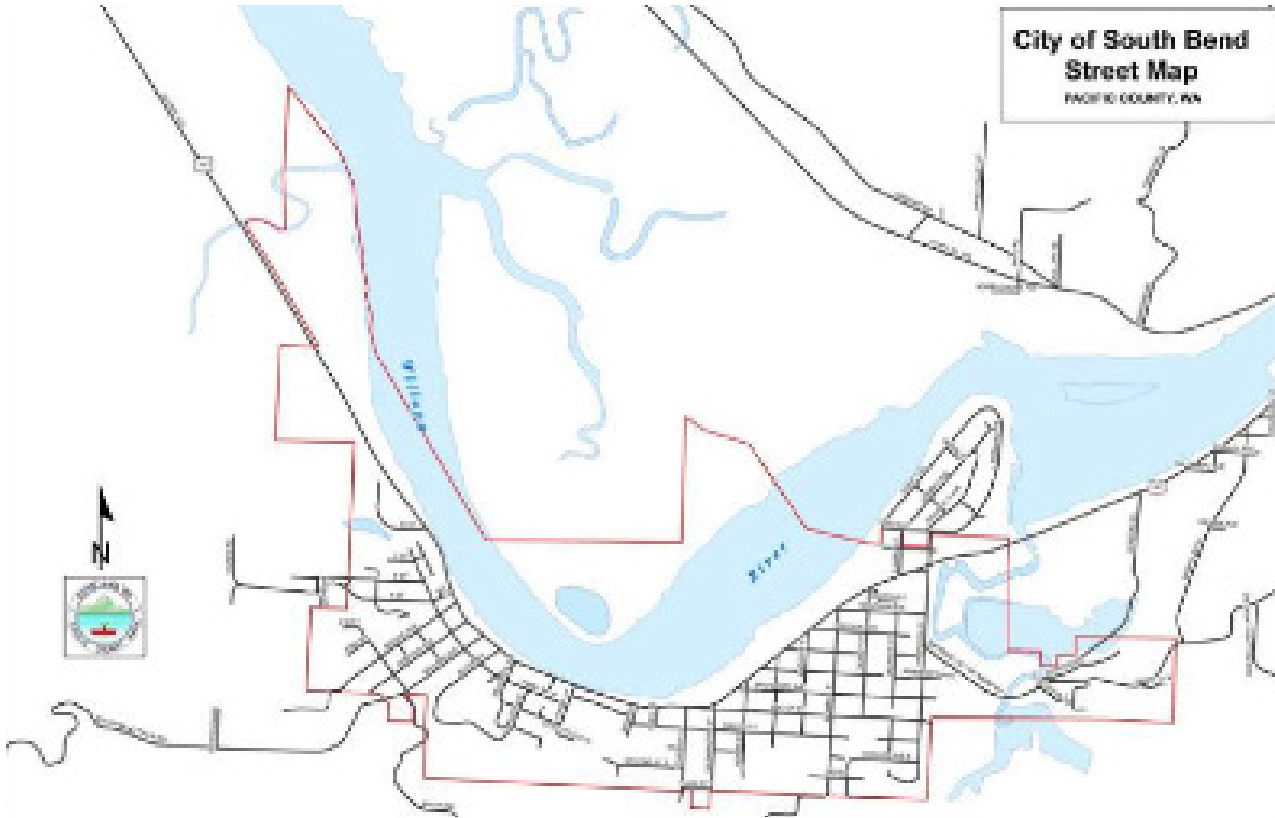


Figure 15: Map of South Bend's city street map. South Bend Comprehensive

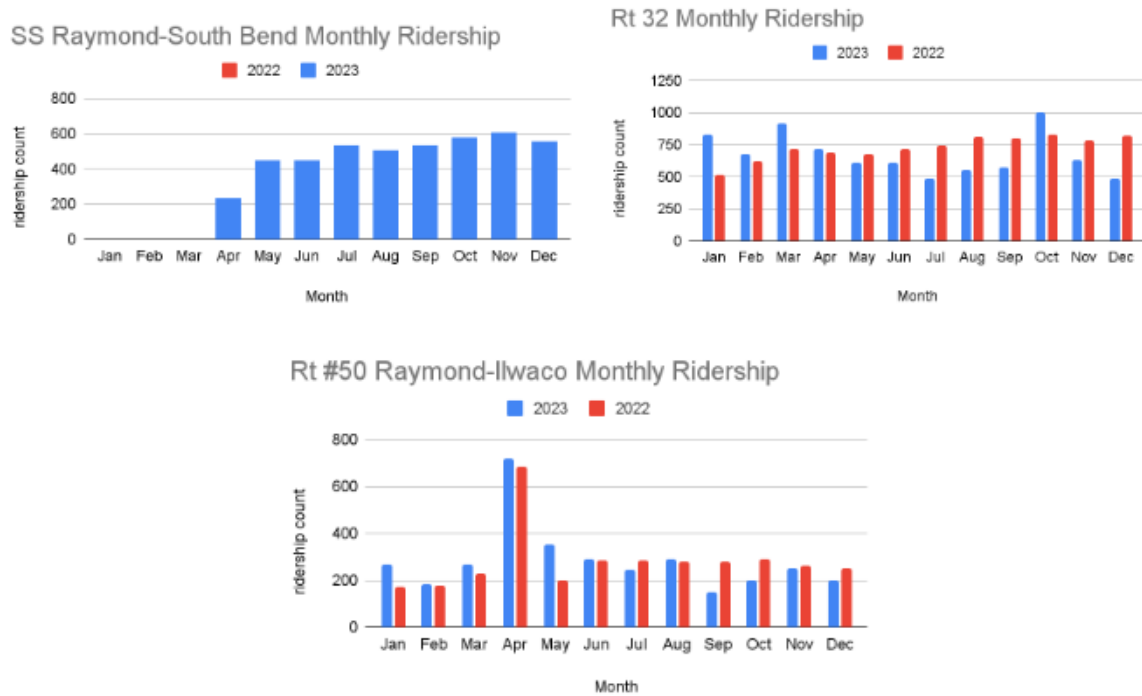


Figure 16: Ridership Data for South Bend and Raymond

## CAPITAL FACILITIES

The Public facilities and infrastructure services is the city's commitment to ensure orderly and cost-effective development in the community. The Growth Management Act requires the city to prioritize and fund capital facility projects to meet the needs of existing and planned growth over the 20 year planning period. The city prioritizes capital facilities over the short-term through its six-year capital improvement plans. As it completes projects, the city replenishes its capital improvement plans with projects from its capital facility plans that maintain existing facilities, corrects existing deficiencies, and addresses new growth in accordance with the Comprehensive Plan.

Sewage and water treatment are two of the most influential infrastructure elements on housing development and growth in Pacific County. There are many streams that provide fresh water, but much of the county relies on rainwater. Therefore sewage and water treatment are very high-priority topics in the county and development is strictly shaped by their availability (via sewer within the Urban Growth Areas or septic systems outside of them). System capacities are constrained by water and drainage availability and electricity and solid waste management are widely available throughout the county and are not anticipated to be concerns for development in the near future.

At the Bendiksen site public utilities come from various public and private sources. Sewage and water are supplied from the City of South Bend, electricity is supplied from Pacific County Public Utility District 2, and broadband is supplied by an independent service provider. Our team is still in need of information regarding the public utility's existing lines, capacity, and cost at the site in order to further assess the site's development opportunities. See Appendix E for site utility infrastructure summary.

Public services, including fire protection and law enforcement are widely available; however, many of the services rely on volunteer labor. Additionally, much of the county receives services from either the Washington Department of Natural Resources or the Pacific County Sheriff's office. However, most of the four municipalities retain their own services. The reliance on volunteer labor could present issues as the county's population ages, but these services do not currently present any major challenges to be aware of when considering new development.



*Figure 17: Current building conditions*



*Figure 18: Current dock condition*



<b>Project</b>	<b>Description</b>	<b>Estimated Cost</b>
<b>SIX YEAR WATER UTILITY CAPITAL IMPROVEMENT PLAN</b>		
Fliess Creek Alternative Source Project	Construct the Fliess Creek diversion/transmission main to the WTP	\$1,800,00
Construct a new reservoir in Baleville	Construct a new 200,000-gallon reservoir to increase reliability	\$275,000
Eklund Park Booster Pump Station	Design and construct a booster pump station to increase local system pressures	\$134,000
"A" Street Water Main	Design and construct a booster pump station to increase local system pressures	\$195,000
"C" Street Water Main	Replace 450 ft of small diameter water main with 8-inch water main	\$107,000
Harrison Street Water Main	Replace 500 ft of small diameter water main with 8-inch water main	\$149,000
Airport Road raw water main	Replace approximately 5,000 ft of large diameter asbestos cement with new water main	\$853,000
Kendrick to Ferry Street distribution line	Main replacement and additional piping to loop the system in this area to increase system reliability. The replacement of the 10-inch main along US Highway 101 from Kendrick to Ferry Streets will improve maintenance	\$280,000
Annual small diameter main replacements	Replace mains as leak detection assessments continue	\$15,000
Eklund/US Highway 101 loop	Installation of a pipe loop between the intersections of Summit and Wyoming to US Highway 101. This project will also increase fire flow to some areas	\$49,100
<b>SIX YEAR PARKS CAPITAL IMPROVEMENT PLAN</b>		
Spurrell Dock Canopy Project	Construction of a canopy over the non-grated areas of the dock to allow for a year-round open-air market	\$120,000
Spurrell Dock Canopy Project	Construction of public restrooms at boat launch	\$150,000
Willapa Hills Trail Extension	Prepare a planning study, including developing a partnership with the Washington State Department of Transportation to extend the trail to the South Bend Boat Launch	\$10,000
Refurbish First Street Park	Prepare a design plan for First Street Park. The city will pursue small grants and pro-bono services from regional recreation and landscape architecture university programs to assist with developing a site design	\$15,000
Foster Community Gardens	Establish one to two small community garden sites	\$5,000
Establish an Off-Leash Dog Park	Prepare a design plan for an off-leash dog park	\$5,000
Add park improvements that benefit children	Develop a strategy for adding improvements that benefit children	\$8,000
Park signs and brochures	Design and erect signs; design and print brochures	\$10,000
Campsite design	Feasibility study that examines demand and design issues for a public or private campground in South Bend	\$20,000

*Table 3: Prospective upcoming capital improvement projects that the City of South Bend has planned*

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# SOURCES

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# APPENDIX 1 : SUMMARY OF LAND USE AND ZONING SPECIFICATIONS

## APPENDIX A: SUMMARY OF LAND USE AND ZONING SPECIFICATIONS

REGULATION	DESCRIPTION	Permitted Uses	Water Dependency	Setbacks	Lot Coverage	Height and Density	Parking	Permitting	OTHER
<b>SOUTH BEND</b>									
<u>South Bend Zoning Ordinance # 1532</u>	Site is designated as a "Downtown and Commercial District"  <b>Allowed uses, subject to type 1 or type 2 review:</b> Accessory building Agricultural stand Bar, tavern, or cocktail lounge Bed and breakfast inn Commercial recreation areas and facilities Food and beverage establishments Hotel or motel Mini-warehouse Medical office Parking lot as a primary use Professional offices Public uses Recreation, indoor Recreational vehicle park Retail sales Wholesale sales								
<u>South Bend Zoning Ordinance # 1532</u>	<b>Allowed uses, subject to conditional review procedures:</b> Contractor yard Manufacturing, heavy Manufacturing, light Manufacturing, medical greenhouse Parking for recreational vehicle and boats storage Warehouse/distribution Wireless communication facility								
<u>South Bend Zoning Ordinance # 1532</u>	<b>Type 1 Project Permit Applications for:</b> Permitted uses with no required review under SEPA; Boundary line adjustments; Minor alterations to preliminary plats, Shoreline exemptions  <b>Type 2 Project Permit Applications for:</b> Permitted uses requiring review under SEPA; Temporary use permits; Home occupation permits; Final short subdivisions; Final subdivisions approval; Shoreline substantial development permits								
<u>South Bend Zoning Ordinance # 1532</u>	<b>Conditional Use Permit Applications for:</b> Environmental hazards and pollution; Traffic hazards and congestion; Street and road capacities in the surrounding area; Location and amount of offstreet parking; Visual and auditory impacts; Obtrusive visual blight; Any other unusual impact associated with the proposed conditional use  Maximum Building Height (linear feet) is 35								
<u>South Bend Zoning Ordinance # 1532</u>	Architectural features may not project more than 2 feet into any required yard setback								
<u>South Bend Zoning Ordinance # 1532</u>	Architectural features may exceed building height of 35 feet if no such exception covers more than 15% of the area of the building								
<u>South Bend Zoning Ordinance # 1532</u>	Minimum Parking Spaces for <b>Retail Sales and Services:</b> 1 per 250 sq. feet								
<u>South Bend Zoning Ordinance # 1532</u>	Minimum Parking Spaces for <b>Offices and Personal Services:</b> 1 per 300 sq. feet								
<u>South Bend Zoning Ordinance # 1532</u>	Minimum Parking Spaces for <b>Other Commercial Uses not Listed:</b> 1 per 250 sq. feet								
<u>South Bend Zoning Ordinance # 1532</u>	Minimum Parking Spaces for <b>Eating and Drinking Establishments:</b> 1 per 75 sq. feet of customer service and dining area								
<u>South Bend Zoning Ordinance # 1532</u>	Minimum Parking Spaces for <b>Hotels, Motels, and Bed and Breakfast Inns:</b> 1 per guest room								
<u>South Bend Zoning Ordinance # 1532</u>	Minimum Parking Spaces for <b>Indoor Storage, Equipment Service, and Manufacturing:</b> 1 per 2,500 sq. feet								
<u>South Bend Zoning Ordinance # 1532</u>	Minimum Parking Spaces for <b>Places of Public Assembly and Religious Worship:</b> .15 per person at maximum occupancy								
<u>South Bend Zoning Ordinance # 1532</u>	Minimum Parking Spaces for <b>Outdoor Sales, Service, or Display Area:</b> 1 per 750 sq. feet								
<u>South Bend Zoning Ordinance # 1532</u>	<b>Temporary Use Permit Conditions for Outdoor Sales:</b> Approved license issued by the city under the Temporary Use Permit Ordinance; The structure or display area shall not be placed on or interfere with the public right-of-way; the sales area is limited to 250 sq. feet								
<u>South Bend Zoning Ordinance # 1532</u>	<b>Non-Conforming Use:</b> No existing building, structure, or land devoted to a non-conforming use shall be expanded, enlarged, reconstructed, intensified, or structurally altered unless to be changed to a permitted use, unless authorized by a conditional use permit and non-detrimental								
<u>South Bend Zoning Ordinance # 1532</u>	<b>Non-Conforming Use:</b> If all or part of a non-conforming use of land or a structure is discontinued for 12 months, the use cannot be resumed								
<u>South Bend Zoning Ordinance # 1532</u>	<b>Non-Conforming Use:</b> Non-conforming structures may be repaired, but only not in any way that expands the non-conformity								



APPENDIX B: SUMMARY OF ENVIRONMENTAL REGULATIONS

DOCUMENT	DESCRIPTION	PLAN	REPORT / ASSESSMENT	MEMO	NOTICE	INFO SHEET	MANUAL / HANDBOOK
<b>Bendiksen Site</b>							
<a href="#">Phase I Environmental Site Assessment</a>	12/2022 Full environmental assessment containing site description, findings, recommendations. Lots of historical documents and maps						
<a href="#">Dock Renovation Biological Evaluation</a>	03/2013 Environmental impact study for proposed dock expansion						
<a href="#">Dock Renovation Technical Memo</a>	02/2013 Summarizes project proposal, mitigation action, regulatory considerations, etc.						
<a href="#">Geotechnical Engineering Report</a>	07/2023 Contains geologic summary, soil and groundwater conditions, settlement analysis						
<a href="#">Environmental Enforcement and Compliance Detailed Facility Report</a>	*Various Dates Clean Water Act and Resource Conservation and Recovery Act permit compliance						
<a href="#">WA Dept. of Ecology Integrated Planning Grant Findings?</a>	\$200k IFG to be used in determining contamination extent and predict development						
<a href="#">Taxsifier Parcel Information Sheet</a>	Includes some building permits, sales history, historical valuation, etc.						
<a href="#">Integrated Compliance Information System Facility Report (East Point Seafood Company)</a>	Information on operational permits, monitoring, and compliance for past tenant						
<b>South Bend</b>							
<a href="#">South Bend Comp. Plan 2020-2040</a>	06/2020 Fully adopted comprehensive plan for city of South Bend						
<a href="#">South Bend Park Plan 2022-2028</a>	05/2020 Fully adopted comprehensive park plan for city of South Bend						
<a href="#">South Bend Shoreline Master Program</a>	04/2022 Final draft of shoreline master program for city of South Bend						
<a href="#">Lead in Drinking Water Notice</a>	11/2023 Notice of and education about lead in public drinking water						
<a href="#">Contamination Cleanup Early Notice Letter (Dollar General)</a>	11/2020 Letter notifying impending initial investigation for undeveloped South Bend Property in the 300 Block of E. Robert Bush Dr. (Now Dollar General)						
<a href="#">Contamination Cleanup Initial Investigation (Dollar General)</a>	11/2020 Field Report with complaint, site status and observations, soil sample analysis						
<a href="#">Phase I Environmental Site Assessment (Dollar General)</a>	02/2020 Site description, site history, records and regulatory information, summary and findings						
<a href="#">Phase II Environmental Site Assessment (Dollar General)</a>	06/2020 Soil evaluation, groundwater evaluation, conclusions and recommendations						
<a href="#">Site Hazard Assessment (Tetz Oil South Bend)</a>	08/1998 Worksheet measuring contaminants in air and water (ground and surface). Scored for environmental and human health						
<a href="#">Site Hazard Assessment (DOT Parcel)</a>	08/1998 Worksheet measuring contaminants in air and water (ground and surface). Scored for environmental and human health						
<b>Pacific County</b>							
<a href="#">Pacific County Shoreline Master Program</a>	06/2023 Shoreline master plan for Pacific County						
<a href="#">Sea Level Rise Assessment (DRAFT)</a>	06/2023 Sea level rise mapping, vulnerability and risk assessment, and adaptation strategies						
<a href="#">Shoreline Erosion Mitigation Master Plan</a>	01/2024 Mitigation plan for North Willapa						



DOCUMENT	DESCRIPTION	PLAN	REPORT / ASSESSMENT	MEMO	NOTICE	INFO SHEET	MANUAL / HANDBOOK
<a href="#">Solid Waste and Moderate Risk Waste Management Plan</a>	07/2022 Waste plan for Pacific County						
<a href="#">Pacific County Working Group Volunteer Stewardship Program Work Plan 2017</a>	06/2017 Sets environmental goals, benchmarks and strategies, based on planning and regulatory context and baseline conditions						
<a href="#">Pacific County Working Group Volunteer Stewardship Program Biennial Report 2019</a>	09/2019 Report on monitoring and measuring of benchmarks to gauge effectiveness of work plan implementation						
<a href="#">Pacific County Working Group Volunteer Stewardship Program Biennial Report 2021</a>	08/2021 Report on monitoring and measuring of benchmarks to gauge effectiveness of work plan implementation						
<a href="#">Pacific County Working Group Volunteer Stewardship Program Biennial Report 2023</a>	09/2023 Report on monitoring and measuring of benchmarks to gauge effectiveness of work plan implementation						
<b>Washington State</b>							
<a href="#">Storm Water Management Manual for Western Washington</a>	DRAFT Washington Department of Ecology storm water manual 2024 draft						
<a href="#">WPPA Port Management Agreement Handbook</a>	10/2003 Guidelines for Port management of DNR state owned aquatic lands						
<a href="#">WPPA Environmental &amp; Land Use Handbook</a>	12/2001 Overview of primary federal, state, and local environmental and land use laws and programs that apply to ports in Washington State						
<a href="#">WPPA Environmental Flowchart</a>	12/2001 Regulatory and Permit Requirements Potentially Applicable to Port Projects						

REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<b>SOUTH BEND MUNICIPAL CODE</b>										
<b>PACIFIC COUNTY ORDINANCE</b>										
<b>WASHINGTON ADMINISTRATIVE CODE (WAC)</b>										
<b>REVISED CODE OF WASHINGTON (RCW)</b>										
<a href="#">RCW 15.145</a>	Soil Health Initiative Agriculture and Forestry									
<a href="#">RCW 35.63.230</a>	Watershed Projects - Permit Processing - Fish Habitat Enhancement Project Planning Commission Cities and Towns									
<a href="#">RCW 35.67.380</a>	Cooperative Watershed Management Sewerage Systems - Refuse Collection and Disposal Cities and Towns									
<a href="#">RCW 35.91</a>	Municipal Water and Sewer Facilities Act Cities and Towns									
<a href="#">RCW 36.36</a>	Aquifer Protection Counties									
<a href="#">RCW 36.70A.011</a>	Findings - Rural Lands Growth Management - Planning by Selected Counties and Cities									
<a href="#">RCW 36.70A.020</a>	Planning Goals Growth Management - Planning by Selected Counties and Cities									
<a href="#">RCW 36.70A.050</a>	Guidelines to Classify Agriculture, Forest, and Mineral Lands and Critical Areas Growth Management - Planning by Selected Counties and Cities									

REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">RCW.36.70A.060</a>	Natural Resource Land and Critical Area Development Regulations Growth Management - Planning by Selected Counties and Cities									
<a href="#">RCW.36.70A.070</a>	Comprehensive Plans - Mandatory Elements Growth Management - Planning by Selected Counties and Cities									
<a href="#">RCW.36.70A.080</a>	Comprehensive Plans - Optional Elements Growth Management - Planning by Selected Counties and Cities									
<a href="#">RCW.36.70A.085</a>	Comprehensive Plans - Port Elements Growth Management - Planning by Selected Counties and Cities									
<a href="#">RCW.36.70A.160</a>	Identification of Open Space Corridors - Purchase Authorized Growth Management - Planning by Selected Counties and Cities									
<a href="#">RCW.36.70A.170</a>	Natural Resource Lands and Critical Areas - Designations Growth Management - Planning by Selected Counties and Cities									
<a href="#">RCW.36.70A.172</a>	Critical Areas - Designation and Planning - Rules that are Available Science to be used Growth Management - Planning by Selected Counties and Cities									
<a href="#">RCW.36.70A.175</a>	Wetlands to be Delineated in Manual Growth Management - Planning by Selected Counties and Cities									



REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">RCW 36.70A.460</a>	Watershed Projects - Permit Processing Fish Habitat Enhancement Project Growth Management - Planning by Selected Counties and Cities Counties									
<a href="#">RCW 36.70A.480</a>	Shorelines of the State Growth Management - Planning by Selected Counties and Cities Counties									
<a href="#">RCW 36.70A.490</a>	Growth Management Planning and Environmental Review Fund - Established Growth Management - Planning by Selected Counties and Cities Counties									
<a href="#">RCW 36.70A.500</a>	Growth Management Planning and Environmental Review Fund Awarding of Grant or Loan - Procedures Growth Management - Planning by Selected Counties and Cities Counties									
<a href="#">RCW 36.70A.550</a>	Aquifer Conservation Zones Growth Management - Planning by Selected Counties and Cities Counties									
<a href="#">RCW 36.70A.590</a>	Complying with Requirements Relating to Surface and Groundwater Resources Growth Management - Planning by Selected Counties and Cities Counties									
<a href="#">RCW 36.70A.700</a>	Voluntary Stewardship Program - Purpose - Intent Voluntary Stewardship Program Growth Management - Planning by Selected Counties and Cities Counties									
<b>US CODE</b>										
<a href="#">7 C.F.R. § 1b</a>	National Environmental Policy Act Office of The Secretary of Agriculture Agriculture									

REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">7 C.F.R. § 12</a>	Highly Erodible Land Conservation and Wetland Conservation Natural Resources Conservation Service Regulations of Dept. of Agriculture Agriculture									
<a href="#">7 C.F.R. § 372</a>	NEPA Implementing Procedures Natural Resources Conservation Service Regulations of Dept. of Agriculture Agriculture									
<a href="#">7 C.F.R. § 610 - 614</a>	Conservation Operations Natural Resources Conservation Service Regulations of Dept. of Agriculture Agriculture									
<a href="#">7 C.F.R. § 621 - 625</a>	Water Resources Natural Resources Conservation Service Regulations of Dept. of Agriculture Agriculture									
<a href="#">7 C.F.R. § 650</a>	Compliance with NEPA Natural Resources Conservation Service Regulations of Dept. of Agriculture Agriculture									
<a href="#">18 C.F.R. § 707</a>	Compliance with NEPA Water Resources Council Conservation of Power and Water Resources									
<a href="#">18 C.F.R. § 725</a>	Implementation of Executive Orders 11688, Floodplain Management and 11990, Protection of Wetlands Water Resources Council Conservation of Power and Water Resources									
<a href="#">18 C.F.R. § 740</a>	State Water Management Planning Program Water Resources Council Conservation of Power and Water Resources									

REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">33 C.F.R. § 133</a>	Oil Spill Liability Trust Fund; State Access Marine Pollution Financial Responsibility and Compensation Coast Guard, Department of Homeland Security Navigation and Navigable Waters									
<a href="#">33 C.F.R. § 136</a>	Oil Spill Liability Trust Fund Claims Procedures; Designations of Source; and Advertisement Marine Pollution Financial Responsibility and Compensation Coast Guard, Department of Homeland Security Navigation and Navigable Waters									
<a href="#">33 C.F.R. § 203</a>	Emergency Employment of Army and Other Resources; Natural Disaster Procedures Corps of Engineers, Dept. of the Army, Dept. of Defense Navigation and Navigable Waters									
<a href="#">33 C.F.R. § 230</a>	Procedures for Implementing NEPA Corps of Engineers, Dept. of the Army, Dept. of Defense Navigation and Navigable Waters									
<a href="#">33 C.F.R. § 238</a>	Water Resources Policies and Authorities; Flood Damage Reduction Measures in Urban Areas Corps of Engineers, Dept. of the Army, Dept. of Defense Navigation and Navigable Waters									
<a href="#">33 C.F.R. § 245</a>	Removal of Wrecks and Other Obstructions Corps of Engineers, Dept. of the Army, Dept. of Defense Navigation and Navigable Waters									
<a href="#">33 C.F.R. § 320</a>	General Regulatory Policies Corps of Engineers, Dept. of the Army, Dept. of Defense Navigation and Navigable Waters									



REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">33 C.F.R. § 322</a>	Permits for Discharge in or Affecting Navigable Waters of the US Corps of Engineers, Dept. of the Army, Dept. of Defense Navigation and Navigable Waters									
<a href="#">33 C.F.R. § 328</a>	Definition of Waters of the US Corps of Engineers, Dept. of the Army, Dept. of Defense Navigation and Navigable Waters									
<a href="#">33 C.F.R. § 329</a>	Definition of Navigable Waters of the US Corps of Engineers, Dept. of the Army, Dept. of Defense Navigation and Navigable Waters									
<a href="#">33 C.F.R. § 332</a>	Compensatory Mitigation for Losses of Aquatic Resources Corps of Engineers, Dept. of the Army, Dept. of Defense Navigation and Navigable Waters									
<b>AIR PROGRAMS</b>										
<a href="#">40 C.F.R. § 50</a>	National Primary and Secondary Ambient Air Quality Standards Air Programs Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 51</a>	Requirements for Preparation, Adoption, and Submittal of Implementation Plans Air Programs Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 52.2470 - 52.2502</a>	Subpart WW - Washington Approval and Promulgation of Implementation Plans Air Programs Environmental Protection Agency Protection of the Environment									

REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">40 C.F.R. § 53</a>	Ambient Air Monitoring Reference and Equivalent Methods Air Programs Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 58</a>	Ambient Air Quality Surveillance Air Programs Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 91</a>	Control of Emissions from Marine Spark-Ignition Engines Air Programs Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 94</a>	Control of Emissions from Marine Compression-Ignition Engines Air Programs Environmental Protection Agency Protection of the Environment									
<b>WATER PROGRAMS</b>										
<a href="#">40 C.F.R. § 109</a>	Criteria for State, Local and Regional Oil Removal Contingency Plans Water Programs Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 110</a>	Discharge of Oil Water Programs Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 112</a>	Oil Pollution Prevention Water Programs Environmental Protection Agency Protection of the Environment									

REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">40 C.F.R. § 116</a>	<p><b>Designation of Hazardous Substances</b></p> <p>Water Programs Environmental Protection Agency Protection of the Environment</p>									
<a href="#">40 C.F.R. § 117</a>	<p><b>Determination of Reportable Quantities for Hazardous Substances</b></p> <p>Water Programs Environmental Protection Agency Protection of the Environment</p>									
<a href="#">40 C.F.R. § 125.10 - 125.11</a>	<p><b>Criteria for Issuance of Permits to Aquaculture Projects</b></p> <p>Criteria and Standards for the National Pollutant Discharge Elimination System Water Programs Environmental Protection Agency Protection of the Environment</p>									
<a href="#">40 C.F.R. § 127</a>	<p><b>NPDES Electronic Reporting</b></p> <p>Water Programs Environmental Protection Agency Protection of the Environment</p>									
<a href="#">40 C.F.R. § 129</a>	<p><b>Toxic Pollutant Effluent Standards</b></p> <p>Water Programs Environmental Protection Agency Protection of the Environment</p>									
<a href="#">40 C.F.R. § 131</a>	<p><b>Water Quality Standards</b></p> <p>Water Programs Environmental Protection Agency Protection of the Environment</p>									
<a href="#">40 C.F.R. § 260</a>	<p><b>Hazardous Waste Management System: General</b></p> <p>Solid Wastes Environmental Protection Agency Protection of the Environment</p>									



REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">40 C.F.R. § 261</a>	<p>Identification and Listing of Hazardous Waste</p> <p>Solid Wastes</p> <p>Environmental Protection Agency</p> <p>Protection of the Environment</p>									
<a href="#">40 C.F.R. § 262</a>	<p>Standards Applicable to Generators of Hazardous Waste</p> <p>Solid Wastes</p> <p>Environmental Protection Agency</p> <p>Protection of the Environment</p>									
<a href="#">40 C.F.R. § 268</a>	<p>Land Disposal Restrictions</p> <p>Solid Wastes</p> <p>Environmental Protection Agency</p> <p>Protection of the Environment</p>									
<a href="#">40 C.F.R. § 273</a>	<p>Standards for Universal Waste Management</p> <p>Solid Wastes</p> <p>Environmental Protection Agency</p> <p>Protection of the Environment</p>									
<a href="#">40 C.F.R. § 279</a>	<p>Standards for the Management of Used Oil</p> <p>Solid Wastes</p> <p>Environmental Protection Agency</p> <p>Protection of the Environment</p>									
<a href="#">40 C.F.R. § 300</a>	<p>National Oil and Hazardous Substances Pollution Contingency Plan</p> <p>Superfund, Emergency Planning, and Community Right-to-Know Programs</p> <p>Environmental Protection Agency</p> <p>Protection of the Environment</p>									
<a href="#">40 C.F.R. § 302</a>	<p>Designation, Reporting, Manifests, and Notification</p> <p>Superfund, Emergency Planning, and Community Right-to-Know Programs</p> <p>Environmental Protection Agency</p> <p>Protection of the Environment</p>									

REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">40 C.F.R. § 370</a>	Hazardous Chemical Release Reporting <b>Community Right-To-Know</b> Superfund, Emergency Planning, and Community Right-To-Know Programs Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 372</a>	<b>Canned and Fresh Food Processing Point Source Category</b> Effluent Guidelines and Standards Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 451</a>	<b>Concentrated Aquatic Animal Production Point Source Category</b> Effluent Guidelines and Standards Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 1042</a>	<b>Control of Emissions from New and In-Use Marine Compression-Ignition Engines and Vessels</b> Air Pollution Controls Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 1045</a>	<b>Control of Emissions from Spark-Ignition Propulsion Marine Engines and Vessels</b> Air Pollution Controls Environmental Protection Agency Protection of the Environment									
<a href="#">40 C.F.R. § 1502</a>	<b>Environmental Impact Statement</b> NEPA Implementing Regulations Council on Environmental Quality Protection of the Environment									
<a href="#">43 C.F.R. § 24</a>	Department of the Interior <b>Wildlife and Wildlife Policy State-Federal Relationships</b> Office of the Secretary of the Interior Public Lands: Interior									

REGULATION	DESCRIPTION	WATER	AIR	SOIL	SHORELINE	FISH AND WILDLIFE	NATURAL RESOURCES	WASTE	HAZARDOUS MATERIALS	OTHER
<a href="#">43 C.F.R. § 46</a>	Implementation of NEPA Office of the Secretary of the Interior Public Lands Interior									
<a href="#">50 C.F.R. § 222</a>	<b>General Endangered and Threatened Marine Species</b> Marine Mammals National Marine Fisheries Service, NOAA, Dept. of Commerce									
<a href="#">50 C.F.R. § 223</a>	<b>Threatened Marine and Anadromous Species</b> Marine Mammals National Marine Fisheries Service, NOAA, Dept. of Commerce									
<a href="#">50 C.F.R. § 226</a>	<b>Designated Critical Habitat</b> Marine Mammals National Marine Fisheries Service, NOAA, Dept. of Commerce									
<a href="#">50 C.F.R. § 229</a>	<b>Wildlife and Fisheries Authorization for Commercial Fisheries Under the Marine Mammal Protection Act of 1972</b> Marine Mammals National Marine Fisheries Service, NOAA, Dept. of Commerce									
<a href="#">50 C.F.R. § 260</a>	<b>Wildlife and Fisheries Processed Fishery Products, Processed Products Thereof, and Other Processed Food Products</b> National Marine Fisheries Service, NOAA, Dept. of Commerce									
<a href="#">50 C.F.R. § 400 - 453</a>	<b>Wildlife and Fisheries Joint Regulations; Endangered Species Committee Regulations</b> National Marine Fisheries Service, NOAA, Dept. of Commerce									

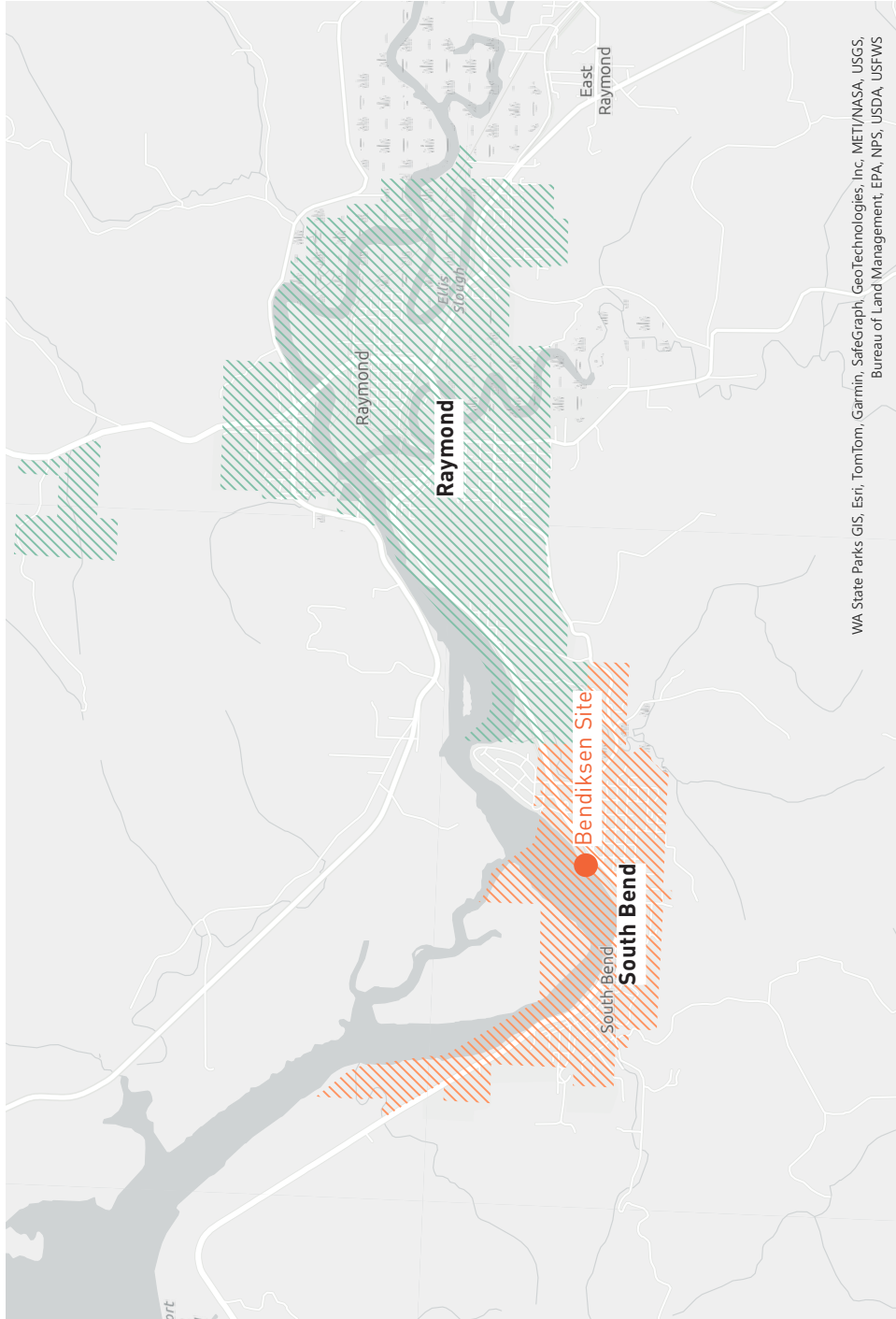




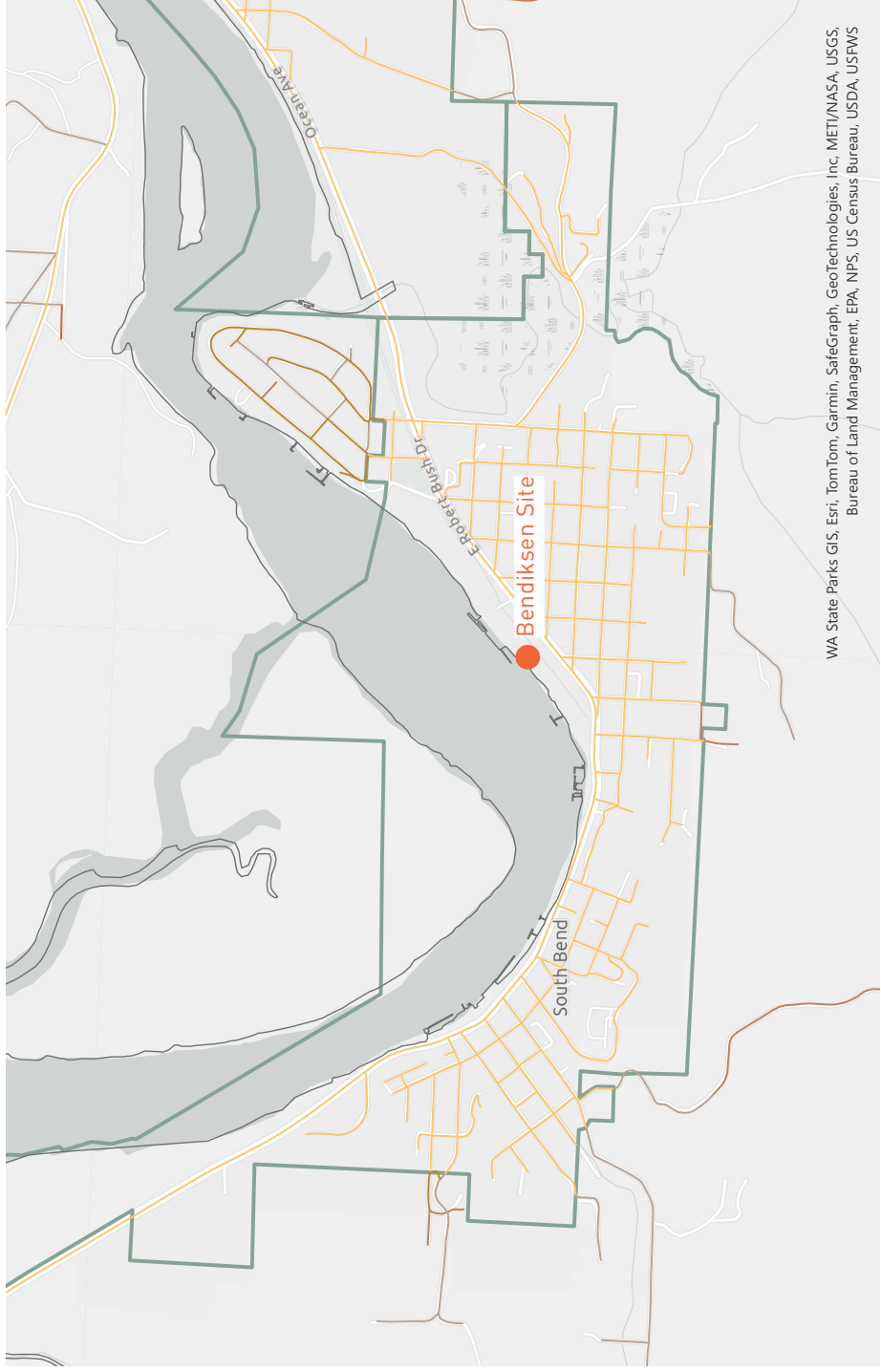




# APPENDIX C: EXISTING BENDIKSEN LANDING BUILDING CONDITIONS & PRELIMINARY MODELS

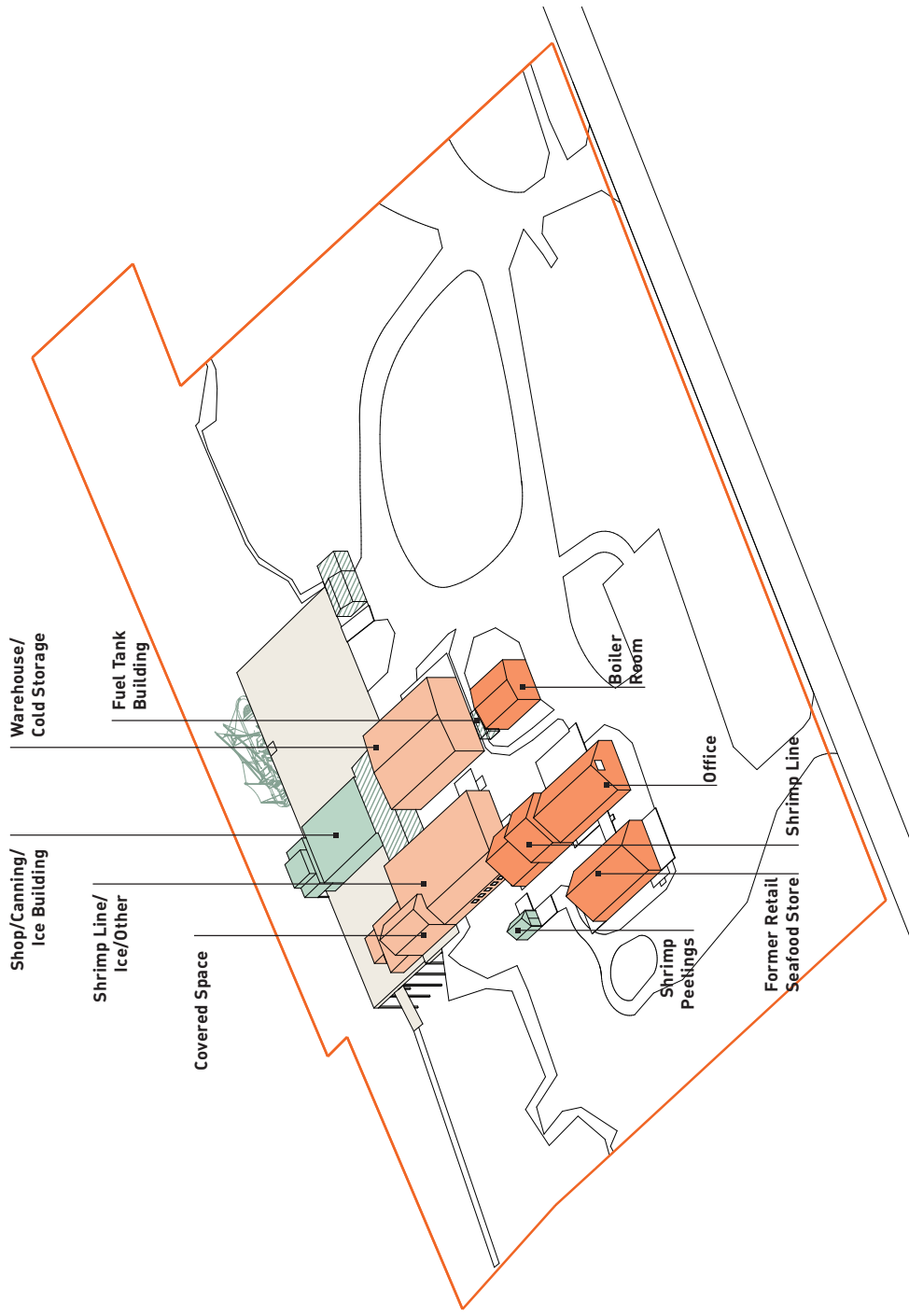






WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

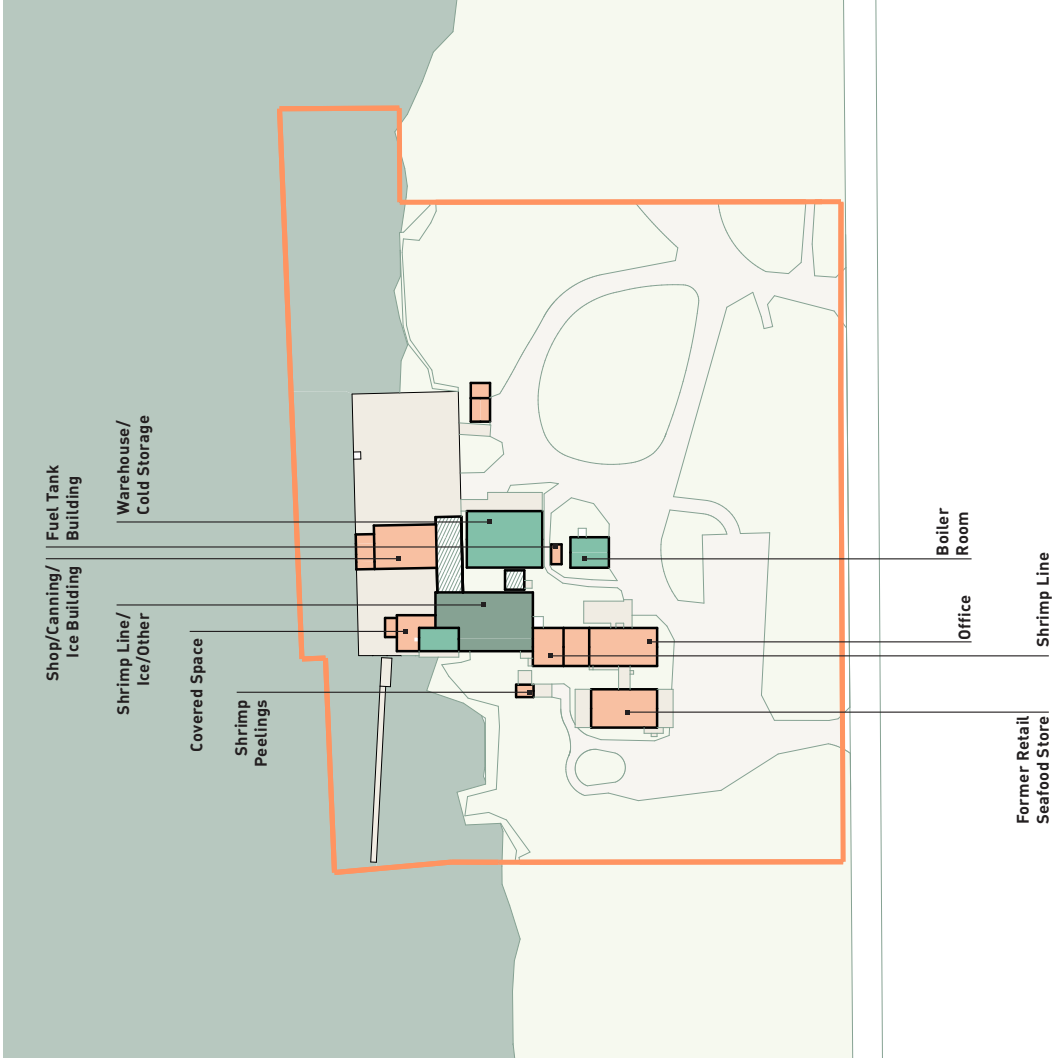
City Limits



- CONDITION**
- NOT CODE COMPLIANT
  - STRUCTURAL PROBLEMS
  - GOOD
  - NOT CODE COMPLIANT, DEMOLISH

MATERIALS (DRAFT)

- WOODEN STRUCTURE
- METAL STRUCTURE
- METAL+WOOD
- CANOPY



# APPENDIX D: SUMMARY OF TRANSPORTATION INFRASTRUCTURE

	Site Capacity	Existing Lines	Cost	Notes	source
Sewage	need information	need information	need information	Raymond and SB are connected to regional wastewater treatment facility. only	City of South Bend
Electricity	need information on transformer size & capacity	need information	need information	ask source of electricity	PUD 2
Waste Management	need information	need information	need information	some garbage collection services are privately owned and operated	LeMay Grays Harbor
Water	need information	need information	need information	surface water from South Fork of Willapa River	City of South Bend
Broad band/internet	need information	need information	need information		ind. service provider specifically, comcast or xfinity?
Contact	PUD & City	<a href="https://southbend-wa.gov/city-government/local-utilities/">https://southbend-wa.gov/city-government/local-utilities/</a>			
Info Sources	South Bend Comp Plan	Pac County PUD	Pac County Comp Plan		



# APPENDIX E: EXISTING UTILITY INFRASTRUCTURE AT BENDIKSEN LANDING SITE

Type	Routes	Bus stops	Bus frequency	Yearly ridership per route	Demographics	Cost
<b>Public Transit</b>	All 14, 20, 24, 32, 50, Express Shuttle SB-Tokeland and Raymond-SB. Only SB Route 32	Monroe & Water pacific & hwy 101	Bus 32: MF- 8:38, 9:33, 12:03, 1:43, 3:03, 4:03, 6:23	2023: 98,		\$1.00 per adult, \$36 monthly
Type	Road types	Major Road Names	Safety & Crash data	Traffic Counts	Car ownership	Commute time
<b>Car SOV/Commercial</b>	Arterials (State routes), collectors, local streets	SR 101, 6, and 105. South bend: First Street.	2023:10 2022: 15 2021:6 2020:7	Mile post 55.78 2010: 7,800 2018:8,100	68.6% drove alone to work 10.6% carpool	23.2 min
Type	Routes	Notes - future priorities for accessibility to Bendiksen Site				
<b>Non-motorized Biking</b>	Willapa-Hills Trail 56 mi from Chehalis to SB	Trail under maintenance repairs. Possibility of extending trail to end at Bendiksen site.				
<b>Pedestrian</b>	Sidewalks on collectors and local streets	need better crosswalks, lower speed limits along 101 in front of Bendiksen site.				
Type	Current use/capacity					
<b>Marine</b>	some commercial fishing vessels and mostly recreation use.					
<b>Aviation</b>	no commercial airports. Willapa Harbor airport has 3,000 ft long, 53 ft runway.					
<b>Freight</b>	no commercial cargo rail services					

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