



Port of Kalama Marina Parking and Trail Improvements Project

Shoreline Substantial Development Permit and Critical Areas Protection Exemption Narrative

Prepared for the City of Kalama

Prepared by the Port of Kalama

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Introduction

The Port of Kalama (Port) proposes the Pathway Improvement Project in order to improve safety to meet the demands of the area for pedestrian access and use by vehicles and boats during the busy fishing seasons and throughout the year. The site is located within Sections 17 and 18, Township 6 North; Range 1 West of the Willamette Meridian. The site lies east of the Columbia River and west of Hendrickson Road. The project site is within parcel numbers 412640100, 41056, 41063, 41061, 41060, and 410711.

The project site is an approximately 200 foot wide constructed berm that is primarily flat, graveled, and or asphalted and almost completely lacks vegetation and pervious areas. The public parking areas are compact gravel (approximately 56,000) and the pedestrian path and roadway is asphalted (approximately 75,000 sf). The embankments are armored and create the outer wall of the existing marina harbor. The public marina, boat launch, Port Administration Building and parking are the primary uses of this area. The area contains two graveled parking lots for marina, administration or day use visitors. Other elements include the pedestrian boardwalk along the inner harbor area, a few benches along the riverfront pathway, and a helicopter landing pad. Overall, this area contains very little landscaping or native vegetation.

The project includes approximately 122,210 sf removal of existing pavement, 180,905 sf of grading, and 175,109 sf of paving and repaving for parking areas, access roadway and the pedestrian trail. Trail improvements will include removal of the blue bollards currently bordering the pedestrian path and replaced with an 8- foot wide strip that will serve as trail safety buffers from the parking lot and road. Each buffer will include trees and shrubs. Boulders will be placed along to serve as benches and in between to keep motorized vehicles from the existing trail. The planting areas will also collect and infiltrate on-site stormwater.

ADA and crosswalk improvements are proposed for the area adjacent to the existing Port Administration building. A lighting upgrade will occur on the both sides of the marina. The existing post and fiberglass marina shelter will be replaced by a new wood façade entry shelter. The length and width will remain about the same (8 ft x 12ft) with a total height of about 16 feet, and therefore there is no expansion within shorelines. The rock retaining walls adjacent to the shelter will also be replaced by new concrete retaining walls to achieve better ADA access. Up to three viewing decks will be added to improve recreational access and enjoyment of the shoreline. The viewing areas will be constructed decks along the shoreline, but will not require piles driven below the ordinary high water mark. The improvements here will serve to safely connect the existing formal and informal trails to the north and south of the parking lot and building. The currently graveled parking areas will be paved and striped to more clearly delineate parking areas. More clearly identified parking will result in improved parking availability to suit the areas needs and improve safety. These improvements will increase awareness of pedestrians and bicyclists and make the alternative transportation route safer in an area also used by vehicles.

The proposed project has been designed to be compliant with the Cowlitz County Shoreline Management Master Program (1977) as adopted by the City. The project, as designed, is exempt under the City's Critical Areas Protection ordinance, per Kalama Municipal Code (KMC) 15.02.070 (E). The project anticipates the need for a Shoreline Substantial Development Permit from the City in an effort to seek permit approvals. The following narrative summarizes compliance.

Shoreline Master Management Program

The proposed project is within the Urban District under the SMMP. The project is in compliance with regulations pertaining to "Recreation," within the Urban District:

- The proposed improvements within the recreation area are permitted on urban shorelines, subject to the following regulations (a) Regulation under conservancy No.1 (a), (b), and (d). These are (a) the proposed improvements are low-intensity and will not detract from the character of the local environment; (b) access roads to recreational facilities shall comply with regulations under the use activity roads; and (d) little or no major change of environment by man-made structures or contrivances will be permitted. The proposed improvements are to existing trails and access road and the completed project will align with the local environment. The repair/rebuild of the marina shelter will be within approximately the same footprint with a total height of about 16 feet.

The proposed project is in compliance with regulations pertaining to the "Roads and Railroads" section of the SMMP because:

- "Non-motorized trails shall be permitted within urban shorelines." The project is also in compliance with (4) All public roads and railroads shall not impede non-motorized public access to public shorelines." The project proposes safety improvements to the pedestrian trail adjacent to the shoreline and will maintain continued and improved access to the shoreline.

Critical Areas Protection

The proposed project is exempt from the provisions of the City's Critical Areas Protection according to KMC Chapter 15.02.070 (E). KMC Chapter 15.070 (E) identifies that "maintenance, operation, reconstruction of existing public and private roads, streets, driveways, utilities, and existing public buildings and facilities provided that reconstruction of any such facilities does not extend outside the previously disturbed portions of the right-of-way or building lot lines. " The proposed project will be conducted within the existing footprint for the pedestrian path, roadway access, and parking areas and will not extend beyond previously disturbed land. The hard pack gravel areas are impervious surfaces and added pavement will not substantially alter the project site. In addition, the addition of low impact development rain gardens will result in stormwater infiltration and improved water quality for the project site, which currently does not have infiltration areas. The project area has an existing pedestrian pathway and asphalt driving loop as well as both graveled and paved areas that are used for parking cars and/or boat trailers. The previously disturbed areas functionally isolate the project area from riparian buffer associated with the Columbia River. Therefore, there are no impacts to the adjacent river or its buffer due to functional isolation.

Therefore, the proposed project is compliant with the Cowlitz County Shoreline Management Master Program (1977), and is exempt under the City's Critical Areas Protection ordinance.