City of Kalama

Incorporated 1890

Staff Report and Recommendation

Date:	April 26, 2017
To:	Kalama City Council
From:	Mark Person, City Planner
Re:	Port of Kalama Ahles Point - Shoreline Substantial Development Permit

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Proposal

The Port of Kalama proposes to construct (from north to south) an approximately 770-SF concession building (pub) and 511-SF outdoor seating area, 1,200-SF restrooms, and a 600-SF picnic shelter within the southern portion of Louis Rasmussen Park at Ahles Point. To provide the proposed pub and restrooms with sanitary sewer service, an approximately 1,300-LF 4" force main will be constructed from the existing park restrooms to a proposed sewer pump station between the proposed pub and restrooms. Structures will mostly be constructed within existing impervious areas. With removal of existing impervious area, no net increase in impervious area is anticipated.

Additionally, existing pavement areas will be restriped for the provision of 44 total parking spaces. Nonmotorized access to the beach adjacent to the proposed restrooms and picnic shelter will also be improved with a new staircase and extension of the existing paved path.

The project is located within 200 feet of the Columbia River, within the Urban shoreline designation, and therefore requires a Shoreline Substantial Development Permit.

Project Location

The site is generally located on the west side of N Hendrickson Drive, approximately 1,500 LF to 3,600 SF south of its intersection with W Marine Drive in Kalama, WA. The site is located within Section 17, Township 6 North; Range 1 West of the Willamette Meridian. The project site is within parcel number 41056, 410560200, 4160560400, and 410560500.

City Council Action Required: Yes

Possible Actions:

1. **Approve** the request for a Shoreline Substantial Development Permit.
2. **Deny** the request for a Shoreline Substantial Development Permit.
3. **Continue** to a future date to obtain additional information or to consider information presented. The next available meeting date is May 17, 2017 beginning at 7:00 p.m.

Staff Recommendation
Approve the Shoreline Master Program Shoreline Substantial Development Permit, with conditions provided in the Recommendation section (pages 13-14) of this staff report.

Overview
To improve access and enjoyment of the Columbia River shoreline, a Shoreline of Statewide Significance, improvements are being proposed by the Port of Kalama to construct (from north to south) an approximately 770-SF concession building (pub) and 511-SF outdoor seating area, 1,200-SF restrooms, and a 600-SF picnic shelter within the southern portion of Louis Rasmussen Park at Ahles Point.

Structures will be located within existing impervious areas and will drain to adjacent grass areas for infiltration in the vicinity of the proposed pub or to adjacent sandy soils for infiltration in the vicinity of the proposed restrooms and picnic shelter. With removal of existing impervious area and replacement with landscaping, no net increase in impervious area is anticipated. Instead, there is a net decrease in impervious area totaling approximately 4,200 SF in the vicinity of the proposed pub, and a net decrease in impervious area for which square-footage has not yet been determined in the vicinity of the proposed restrooms and picnic shelter.

An approximately 1,300-SF sanitary sewer 4" force main will also be constructed from existing restrooms at the site's north end to a proposed pump station that will be located between and serve the proposed pub and restrooms. Part of the force main will be installed within or adjacent to the existing basketball and tennis courts just south of the restrooms in Louis Rasmussen Park, while the majority of the proposed force main is located within the roadbed of N Hendrickson Drive. No other utility extensions are required as the site is served by existing water, electric, gas, and telecommunications utilities along Hendrickson Drive.

The site is also served by unmarked parking in existing pavement areas, which will be restriped for the provision of 44 total parking spaces. In the vicinity of the proposed pub, 9 parking spaces are proposed, including 1 ADA-accessible parking space. In the vicinity of the proposed restrooms and picnic shelter, 35 parking spaces are proposed. Existing pavement area providing motorized access between the 2 parking areas will be removed and replaced with the proposed sewer pump station and landscaping. Motorized access to each parking area will be directly from N Hendrickson Drive, but an existing paved nonmotorized path will continue to connect the 2 parking areas.

Additionally, nonmotorized access to the beach adjacent to the proposed restrooms and picnic shelter will be improved with a new staircase and extension of the existing paved path. Per the conceptual site plan, the proposed staircase will terminate at the ordinary high water mark (OHWM), and extension of the existing paved path that will connect its existing terminus with the terminus of the proposed staircase will be partially beneath the OHWM.

The project will consist of multiple phases, as follows:

Phase 1

- Construct 1,300-LF 4" sanitary sewer force main
- Construct sewer pump station

Phase 2

- Construct proposed 770-SF pub and 511-SF outdoor seating area
- Relocate existing paved nonmotorized path from the north/west sides to the south/east sides of the proposed pub, in order to accommodate the proposed outdoor seating area
- Remove asphalt and install landscaping and irrigation system
- Overlay existing asphalt with new asphalt and stripe parking

Future Phase

- Construct proposed 1,200-SF restrooms and 600-SF picnic shelter
- Construct new staircase from parking and proposed restrooms to adjacent beach area
- Extend existing paved nonmotorized path through beach to new staircase

Site and construction plans, project narrative, critical areas report are attached as Exhibits B, C, and D, respectively.

Findings:

1. **Site Description**: The project is located in Louis Rasmussen Park, on the west side of N Hendrickson Drive, approximately 1,500 LF to 3,600 SF south of its intersection with W Marine Drive. The site is generally flat and was created from dredge materials. The existing area within the limits of disturbance are primarily paved with asphalt, including the existing unmarked parking/circulation, nonmotorized paths, N Hendrickson Drive roadbed, and basketball and tennis courts. The remaining areas within the limits of disturbance are existing lawn area within Louis Rasmussen Park, perimeter landscaping along N Hendrickson Drive, and sanded areas adjacent to the proposed restrooms and picnic shelter. The project is located within 200 feet of the Columbia River, within the Urban shoreline designation of the Shoreline Master Program (SMP).

2. **Zoning**: Properties within and adjacent to the project area are zoned I-1 Industrial and located within the Public and Quasi-Public Overlay. The proposed uses comply with Chapter 17.28 Kalama Municipal Code (KMC) – I-1 Industrial Use District.

3. **Parking**: The existing unmarked pavement areas serve as overflow parking for Louis Rasmussen Park. The 9 proposed parking spaces in the vicinity of the 770-SF pub exceed the minimum ratio of 1 parking space per 200 SF for food and beverage service uses required per KMC 17.28.020.A.11.h and KMC Table 17.44.020.B. Therefore, the proposal is in compliance with Chapter 17.44 KMC – Parking and Sidewalk Requirements.

4. **Comprehensive Plan**: The Comprehensive Plan designates the property as Industrial. The project proposal advances several goals and policies outlined in the Comprehensive Plan and the Parks and Recreation Plan adopted by reference, including:

   - Environmental Goal 6: Seek to restore natural systems and environmental functions that have been lost or degraded, when feasible.
   - Environmental Goal 9: Conserve and protect groundwater and maintain good quality surface water.
   - Environmental Policy 7: Prevent or limit the release of substances into the air, water and soil that may degrade the quality of natural resources and ensure that all such releases are in accordance with local, state and federal law.
   - Environmental Policy 8: Require mitigation measures in accordance with applicable regulatory standards and requirements if environmental alteration is unavoidable.
   - Environmental Policy 9: Give lands with high natural value and limited development potential consideration as parks, recreational areas, wildlife corridors and open space.
   - Environmental – Critical Areas Goal 1: Preserve or enhance critical areas with the overt intent of protecting public health, welfare and safety and providing protection to important ecological features and functions.
   - Environmental – Critical Areas Goal 2: Protect critical wildlife habitat and preserve the integrity of important corridors from development, while minimizing unavoidable impact.
   - Environmental – Critical Areas Policy 6: Actively enforce the city's excavation and grading regulations to make certain that acceptable development practices and erosion control efforts are in place and functioning prior to the start of ground-disturbing activities.
   - Land Use Goal 1: Promote the health, safety and welfare of the residents of Kalama through the encouragement of sound growth and development of residential, commercial, industrial and recreation/open space areas.

- Land Use Policy 2: Consistent with the adopted Kalama Park and Recreation Plan, enhance and support recreational facilities and encourage new residential growth to contribute towards said development.
- Transportation Goal 2: Plan and develop a transportation system that contributes to community livability, recognizes and respects the features of the natural environment and minimizes the negative effects on adjoining land uses.
- Transportation Goal 4: Maintain, enhance and expand public access to the waterfront.
- Transportation Policy 19: Continue partnership with the Port of Kalama regarding access to riverfront and marina trail.
- Economic & Commercial – Commercial/Industrial Development Policy 8: Work with the Port of Kalama to encourage industries to preserve public access to the Columbia and Kalama river shorelines whenever possible.
- Parks, Recreation & Open Space Goal 1: Provide Kalama citizens and visitors with quality recreational opportunities.
- Parks, Recreation & Open Space Goal 7: Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- Parks, Recreation & Open Space – Regional/Special Area Facilities Goal 1: Promote and encourage the development and use of Special Area Facilities throughout Kalama.
- Parks, Recreation & Open Space – Waterways Goal 1: To increase public access to and use of the Columbia and Kalama Rivers.
- Parks, Recreation & Open Space – Waterways Policy 3: The city will work closely with the Port of Kalama, Washington State Department of Fish and Wildlife, and other citizen volunteer groups to ensure that provisions are made for special areas of water access for the region's senior citizens and the handicapped.

5. **Shoreline Master Program (SMP) and Shoreline Management Act (SMA)**: All proposed developments in or adjacent to state shorelines must be consistent with the goals, policies, and regulations of the SMP and the SMA (RCW 90.58). A shoreline substantial development permit is required for the project because it meets the definition of substantial development and it lies within the jurisdictional area of the Columbia River, a shoreline of statewide significance. Therefore, the following review includes an analysis of the project's consistency with the goals and policies for development along shorelines of statewide significance and the regulatory criteria in the Commercial Development, Recreation, Sewage Collection and Treatment, and Utilities SMP Use categories and SMP Construction and Operation Regulations.

Commercial Development: Commercial development is permitted along shorelines in the Urban designation, when the proposal meets the following conditions:

1. Because shorelines suitable for urban uses are a limited resource, emphasis should be given to development within already developed areas and particularly on water-dependent industrial and commercial uses requiring frontage on navigable waters.
2. A permit for commercial development may be granted subject to the following regulations:
    a. Commercial buildings of more than 35 feet above average ground grade shall be allowed as a conditional use.
    b. Any commercial structure or facility, except one which requires or is dependent on direct, contiguous access to the water, shall be set back from the ordinary high water mark by a minimum of ten feet, as measured on a horizontal plane.
    c. Parking facilities shall not be located within ten (10) feet of the ordinary high water mark, as measured on a horizontal plane.

Analysis: The site is already developed as Louis Rasmussen Park, and the existing areas within the limits of disturbance consist of asphalt pavement, lawn or perimeter landscaping, or sanded areas that lack any vegetation providing ecological functions for the shoreline.

The proposed pub is 13.5' in height and has a chimney that is 17' in height. Per the attached plans, the proposed pub and associated parking facilities in the vicinity are more than 60' away from the OHWM.

Conclusion: Staff finds the project meets the SMP's Commercial Development Regulations.

Recreation: Recreational uses, including trails, are permitted along shorelines in the Urban designation, when the proposal meets the following conditions:

1. Facilities or structures do not detract from the character of the local environment;
2. Access roads comply with regulations under the use activity Roads;
3. Parking facilities are not located within 20 feet of the shoreline as measured on a horizontal plane, and surface runoff must meet all city, county, and state requirements in view of water quality;
4. There are little or no major changes of environment by man-made structures, or contrivances.

Analysis: The proposed pub, with its extensive use of wood, exposed rafters, gabled cedar shake roof, and stucco-clad indoor-outdoor fireplace, is of an attractive log cabin vernacular that complements the nearby shoreline, adjacent developed park areas, and the general environs of the Pacific Northwest. Though no final design has been submitted for the proposed restrooms and picnic shelter, the restrooms will be constructed of a concrete wall and metal roof, and the picnic shelter will be constructed of natural logs, which is typical to existing restrooms and picnic shelters in other areas of Louis Rasmussen Park. No overall expansion of impervious area or expansion in informal parking areas, which currently fall within the Urban shoreline designation, is proposed. Informal parking in existing pavement areas will be restriped for the provision of forty-four (44) total parking

spaces to enhance recreational access to the shoreline. While existing lawn in the park and shrubs in perimeter landscaping will be disturbed during construction of the proposed structures and associated facilities, landscaping will be restored and additional landscaping in place of existing asphalt pavement to be removed. As a result, the facilities or structures do not detract from the character of the local environment.

Regulation 2 does not apply as there are no new access roads proposed.

Parking areas in the vicinity of the proposed pub and proposed restrooms and picnic shelter are more than 60' and 30' away from the OHWM, respectively, which exceeds the required minimum setback of 20' from OHWM.

The footprints of the proposed structures do not exceed 1,200 SF and are relatively small in scale. The proposed pub's size is typical to a concession stand for a park. Construction of associated facilities, such as the proposed sanitary sewer force main, sewer pump station, and restriping of existing paved parking, require little to no disturbance of any landscaped area, which will be restored to original conditions. Almost all structures and associated facilities are located on existing impervious surfaces. The proposed staircase and extension of existing nonmotorized paved asphalt access to the beach will be conditioned by the terms and conditions of the Shoreline Substantial Development Permit contained herein so that they are not located waterward of OHWM. Therefore, the environment by manmade structures and contrivances are minor in nature.

Conclusion: Staff finds the project meets the SMP's Recreation Regulations, as conditioned.

Sewage Collection and Treatment: Sewage collection and treatment facilities are permitted along shorelines in the Urban designation, when the proposal meets the following conditions:

1. Sewage disposal facilities for any proposed use shall meet all applicable state and local regulations, including those of the Department of Social and Health Services, Department of Ecology, Cowlitz County Health Department and those found in zoning subdivision ordinances.
2. If a community sewage collection and treatment system is located on or near a proposed use, or within 1,000 feet and is accessible, connection shall be made to that system and an individual sewage disposal facility shall be prohibited. All subdivision developments within one mile of a public sewer require approved dry sewers in anticipation of future sewer hookups.
3. Any use for which a sewage disposal facility using a soil absorption system (drainfield) is proposed shall be on a lot which, at a minimum, shall meet the following standards:
    a. The lot shall have suitable soils, no high water table, slope less than 15%, and other physical characteristics as required by the Cowlitz County Health Department in proposed drainfield areas.
    b. The lot shall have sufficient suitable area meeting the requirements in (a) above to allow an alternate soil absorption system to be installed should the

first one fail or, if applicable, shall have the minimum area required for a residential development, whichever area is larger.

c. The lot shall not be located within a flood hazard area where drainfield would be within 50-year floodplain, below seasonal high water mark elevation, or where approved drainfield cannot be installed greater than 1200 feet from river as measured on a horizontal plane.

4. Soil absorption systems (drainfields) shall be prohibited closer than 100 feet from the ordinary seasonal high water mark or within 50-year floodplain. Setbacks greater than 100 feet may be required by the administrator in order to adequately protect water supplies or water quality.
5. Soil absorption systems (drainfields) shall be prohibited on sites declared unsuitable for that purpose by the Cowlitz County Health Department.
6. Filling to provide land for soil absorption systems (drainfields) shall be prohibited except where alternative treatment methods or locations cannot be utilized; this fill will act as a cover being no deeper than one foot and drainfield must be installed in original soil below fill.

Analysis: A sanitary sewer force main will be constructed to serve the proposed pub and restrooms.

Regulations 1-6 do not apply as no septic system is proposed.

Conclusion: Staff finds the SMP's Sewage Collection and Treatment Regulations are not applicable to the project.

Utilities: Utilities are permitted along shorelines in the Urban designation, when the proposal meets the following conditions:

1. Regulation Nos. 2 and 3 under conservancy district shall apply to urban shorelines.
2. Any person proposing to install or construct a utility system shall apply for a permit.
3. A permit may be granted subject to the following regulations:
    a. All such utility systems shall be underground unless such undergrounding would not be feasible.
    b. Where such utility systems occupy shoreline areas, clearing necessary for installation or maintenance shall be kept to the minimum width necessary to prevent interference by trees and other vegetation with the proposed transmission facilities.
    c. Upon completion of installation of such utility systems or of any maintenance project which disrupts the environment, the disturbed area shall be regraded to compatibility with the natural terrain and replanted to prevent erosion and provide an attractive, harmonious vegetation cover.
4. Utility hookup linkages to shoreline-use activities shall be underground where feasible.

Analysis: The City will require the approval and issuance of a Grading/Excavation Permit prior to commencement of work. All proposed utilities are located underground and will

require minimal disturbance of vegetation, limited to existing lawn area at the north end of the site and shrubs in perimeter landscaping. Upon completion of construction, disturbed areas will be restored with landscaping and to their original grades.

Conclusion: Staff finds the project meets the SMP's Utilities Regulations.

Construction and Operation Regulations: All shoreline projects must be constructed in accordance with the SMP construction and operation regulations, which include:

1. No construction equipment shall enter any shoreline body of water, except as authorized under the terms of a substantial development permit.
2. Vegetation along the water shall be left in its natural condition unless the substantial development permit allows otherwise.
3. During construction, care will be taken to assure that waste material and foreign matter are not allowed to enter the water.
4. All fuel and chemicals shall be kept, stored, handled and used in a fashion which assures that there will not be opportunity for entry of such fuel and chemicals into the water.
5. Protection from siltation and erosion shall be provided for on all earthworks projects.
6. Land being prepared for development shall have an adequate drainage system to prevent runoff from entering water bodies.
7. Side casting of excess road building material into streams will not be permitted.
8. All construction debris such as fuel and oil containers and barrels and other miscellaneous litter shall be removed from the shoreline area. No equipment shall be abandoned within the shoreline area.
9. State and federal water quality standards for both interstate and intrastate waters already are established. These shorelines regulations need only allude to these and other regulations already in effect. Any activities within the shorelines must, as a minimum, meet all these other regulations.

Analysis: No construction equipment will enter the Columbia River or any other shoreline body of water. The proposed staircase and extension of existing nonmotorized paved asphalt access to the beach will be conditioned by the terms and conditions of the Shoreline Substantial Development Permit contained herein so that they are not located waterward of OHWM.

The areas within the limits of disturbance are largely devoid of vegetation. Existing vegetation is limited to lawn area adjacent to the existing park restrooms at the north end of the site and perimeter landscaping. Minimal vegetation (lawn and perimeter shrubs) will be removed and restored to accommodate the construction of the proposed 1,300-LF sewer force main and underground connections to other utilities.

Erosion control consisting primarily of sediment fence and/or straw wattles will be provided. Though temporary stockpiling may be required, excavation will generally be short-term, with the sanitary sewer force main and utilities being backfilled immediately after installation. As a result, the proposed erosion control is anticipated to adequately

control for siltation and erosion concerns. Additionally, as conditioned by the terms and conditions of the Shoreline Substantial Development Permit contained herein, all manmade construction debris will be collected and not allowed to enter water of the state or United States, no construction debris or equipment will be abandoned within the shoreline area, the contractor will check equipment for leaks and other problems that could result in discharge of petroleum-based products, hydraulic fluid, or other material to the waterway, and the contractor will have a spill containment kit, including oil-absorbent materials, onsite to be used in the event of a spill or if any oil product is observed in the water.

While proposed structures are located within existing impervious areas and no net increase in impervious area is proposed, structures will drain to adjacent grass areas for infiltration in the vicinity of the proposed pub or to adjacent sandy soils for infiltration in the vicinity of the proposed restrooms and picnic shelter, as consistent with the attached Memorandum of Amendment to Stormwater Report, prepared by Gibbs & Olson and dated February 6, 2017.

Regulation 7 is not applicable as no road-building is proposed.

Compliance with state and federal water quality standards for interstate and intrastate waters will be required by the terms and conditions of the Shoreline Substantial Development Permit contained herein.

Conclusion: Staff finds the project meets the SMP's Construction and Operation Regulations, as conditioned.

6. **<u>Shorelines of Statewide Significance</u>**: Proposals located on shorelines of statewide significance must meet six criteria listed on page 2 of the SMP and in the Revised Code of Washington (RCW 90.58.020), as follows:

a. *Recognize and protect statewide interest over local interest.*

Analysis: State and local jurisdictions have an interest in maintaining public health, safety and welfare, maintaining public access to rivers of statewide significance, and preserving aquatic and riparian resources. To advance the state and local jurisdiction's mutual goals, the City of Kalama has adopted the Cowlitz County SMP to regulate shoreline use, activities, and development consistent with the State of Washington's Shoreline Management Act, which recognizes and protects statewide interest over local interest. The project is consistent with the SMP's use-specific regulations and general goals per the analysis provided above and below, respectively.

Conclusion: Staff finds the project meets Criterion #6.a, as conditioned.

b. *Preserve the natural character of the shoreline.*

Analysis: The shoreline within the project scope has been previously disturbed with the construction of Louis Rasmussen Park and N Hendrickson Drive. The lawn and perimeter landscaping that will be disturbed provides no habitat function and will be restored post-construction. Per the analysis for consistency with Criterion #6.d below, no net loss of ecological function is anticipated from the project. Project-specific construction best management practices (BMPs) required by the terms and conditions of the Shoreline Substantial Development Permit contained herein, and the City's erosion and sedimentation control regulations will also protect the shoreline from further disturbance during construction.

Conclusion: Staff finds the project meets Criterion #6.b, as conditioned.

c. *Address uses that result in long-term benefit.*

Analysis: The project, through consistency with the SMP and as conditioned herein, provides the following long-term benefits:

- Enhanced access to, enjoyment of, and overall attractiveness of public shorelines on the Columbia River; and
- Enhanced shoreline habitat and water quality by removing asphalt pavement and installing landscaping to provide infiltration for a site that previously drained directly to the Columbia River.

Conclusion: Staff finds the project meets Criterion #6.c, as conditioned.

d. *Protect the resources and ecology of the shoreline.*

Analysis: Neither short-term nor long-term adverse impacts are anticipated to the natural resources and ecology of the shoreline.

Short-term impacts include potential release of contaminants during construction. Per the analysis and consistent with Construction and Operation Regulations of the SMP above, required project-specific construction best management practices (BMPs), as conditioned herein, and the City's erosion and sedimentation control regulations, waste material, fuel, chemicals, and silts and eroded earth material will be prevented from entering the water. The existing landscaping to be disturbed consists of lawn and shrubs that do not provide any shoreline habitat or water quality function, as the site currently drains directly to the Columbia River.

Long-term impacts are not anticipated because the site is currently developed and will continue as a park.

Conclusion: Staff finds the project meets Criterion #6.d, as conditioned.

e. *Increase public access to publicly owned shoreline areas.*

Analysis: The existing park is publicly owned and provides public access. By constructing the proposed pub, restrooms, and picnic shelter, striping of existing paved parking, and constructing a new stair case and nonmotorized path extension to the beach, the project thereby increases the appeal of the existing park and accessibility to this portion of the Columbia River shoreline.

Conclusion: Staff finds the project meets Criterion #6.e, as conditioned.

f. *Increase the public's recreational opportunities on these shorelines.*

Analysis: The existing park is publicly owned and provides recreational opportunities on the Columbia River shoreline. These opportunities are increased per the analysis of consistency with Criterion #6.e, above.

Conclusion: Staff finds the project meets Criterion #6.f, as conditioned.

7. **Other Permits and Approvals**: Other known governmental approvals include Grading and Excavating Permit and Building Permit (City of Kalama) and Electrical Permit (Washington State Department of Labor and Industries). Additional permits or approvals may be required. It is the applicant's responsibility to ascertain the requisite permits and obtain them. Obtaining a Shoreline Substantial Development Permit does not relieve the applicant of acquiring all requisite local, state and federal permits for this project.

8. **Critical Areas Determination:** The project does not include work in areas identified as critical areas per Chapter 15.02 KMC – Critical Areas Protection per the Critical Areas Report prepared by Ecological Land Services, Inc. and dated February 16, 2017. Although a Habitat Management Plan is technically required per KMC 15.02.130.E, as the project is located within 1,300' of endangered, threatened, candidate or sensitive species habitat, the requirements of the Habitat Management Plan are not required because the report demonstrates that the site does not provide any habitat or water quality function for the shoreline.

9. **State Environmental Policy Act (SEPA)**: The project is categorically exempt from SEPA per Washington Administrative Code (WAC) 197-11-800 subsections 1.b.iv, 2.d, 2.e, 3, and 23.b. No SEPA Environmental Determination (DNS/MDNS) or Environmental Impact Statement was therefore issued by the City.

10. **Shoreline Public Notice and Comments**: Staff determined the Shoreline Substantial Development Permit application was complete on February 24, 2017 and issued a Notice of Application on March 14, 2017 (Exhibit G). Public notice of the application was posted on the property, distributed to agencies and parties of interest, and published in

The Daily News. The comment period ended on April 14, 2017. No comments were received.

Conclusions

The individual findings and conclusions stated above establish that this proposal either meets, or if conditioned as recommended below, will meet: 1) the standards established in the SMP; and 2) the six criteria for granting a substantial development permit on a shoreline of statewide significance. Completion of this project, if constructed as conditioned below, will therefore be consistent with the Shoreline Management Act, SMP, and existing land uses in the project area.

Staff Recommendation

Staff recommends the Shoreline Substantial Development Permit be approved subject to the following conditions:

1. Prior to construction, final engineering plans shall be submitted for review and approval by the City. Any proposed changes or modifications to these plans and specifications, including those required by other agencies, shall require additional regulatory review and approval by the Planning Department prior to implementation.

2. The proposed staircase and extension of existing nonmotorized paved asphalt access to the beach shall not be located waterward of the ordinary high water mark (OHWM).

3. All construction must be completed in accordance with the approved plans and the City of Kalama Development Guidelines and Public Works Standards.

4. The project is within the shoreline jurisdiction and shall comply with guidelines set forth in the Cowlitz County Shoreline Master Program (SMP).

5. The project shall adhere to all conditions of any required local, state, or federal permit.

6. All manmade construction debris shall be collected and not allowed to enter water of the state or United States.

7. No construction debris or equipment shall be abandoned within the shoreline area.

8. The contractor shall check equipment for leaks and other problems that could result in discharge of petroleum-based products, hydraulic fluid, or other material to the waterway.

9. The contractor shall have a spill containment kit, including oil-absorbent materials, onsite to be used in the event of a spill or if any oil product is observed in the water.

List of Exhibits

A. Master Permit Application
B. Site and Construction Plans
C. Port of Kalama – Ahles Point Improvement Project Narrative
D. Critical Areas Report
E. Memorandum to Stormwater Report
F. Inadvertent Discovery Plan
G. Notice of Application

cc: Adam Smee, City Administrator
Susan Junnikkala, Permit Technician
Coni McMaster, City Treasurer/Clerk
Kelly Rasmussen, Public Works Superintendent
Port of Kalama, Applicant

EXHIBIT A

CITY OF KALAMA

195 N. First Street, Kalama, Washington 98625 (360) 673-5211

Accepted By:
Date:
Receipt #:

MASTER PERMIT APPLICATION

PROPERTY INFORMATION

Project Address 110 W. Marine Drive Parcel No. * See below Zoning Industrial Public Quasi Overlay

Short Plat /DLC/Subdivision — Block No. — Lot no.(s) — Parcel SF 39,500SF+

Description of Work Improvement of Port to extend sewer to Ahles Pt and construct a concessions, restrooms, picnic area, relocate + improve recreational path and parking to improve access to and enjoyment of the shoreline.

* Parcel #s 60054, 600306, 60057, 60072, 600538, and 41056

OWNER/APPLICANT INFORMATION

APPLICANT: Eric Yakovich & Tabitha Reeder			
Mailing Address: 110 W Marine Dr	City: Kalama	State: WA	Zip: 98625
Phone: 360-673-2325	Email: treeder@portofkalama.com		

APPLICANT'S REPRESENTATIVE: Port of Kalama			
Mailing Address:	City:	State:	Zip:
Phone:	Email:		

PROPERTY OWNER/TENANT:			
Mailing Address: 110 W Marine Drive	City: Kalama	State: WA	Zip: 98625
Phone: 360-673-2325	Email: treeder@portofkalama.com		

CONTRACTOR: TBD		CCB#	
Mailing Address:	City:	State:	Zip:
Phone:	Email:		

I hereby certify that I am the owner or duly authorized agent of the owner for the purposes of this application. I further certify that I have read and examined this application and know the same to be true and correct. I have reviewed and included all required material with this permit. If any of the information provided on this application is incorrect, the permit or approval may be revoked.

APPLICANT'S SIGNATURE _____ **DATE** 12-16-16

GRADING

☑ Check here if there is any grading, filling, or excavation associated with this project (include grading for road construction, site preparation, and landscaping).

Quantity (Cubic Yards): 425 cy cut / 170 cy fill (+ removal asphalt + replacing)

NO SITE WORK MAY BE DONE PRIOR TO CRITICAL AREAS DETERMINATION

Applicant's Initials JR

OCCUPANCY GROUP	TYPE OF CONSTRUCTION		PROJECT FOOTPRINT (SF)
NO. STORIES	NO. BEDROOMS		TOTAL PROJECT SF 39,500 SF+
FAIR MARKET VALUE	WATER SUPPLY	SEWAGE DISPOSAL	TYPE OF HEAT
EROSION ☐	SIDEWALK ☐	WATER/SEWER LOCATION ☐	STREET REFERENCE ☐

PERMIT FEES - FOR OFFICIAL USE ONLY

Actual costs associated with this application will be billed to applicant at completion of the process, and may include but are not limited to copies, postage, and publication and outside consultant fees.

BUILDING FEES – Building Fees Vary

	FEE	DATE/RECEIPT
Building Permit		
Plan Review		
Code Fee	$4.50	
Plumbing/Sewer		
Demolition		
Erosion Control		
Sidewalk Plan		
Woodstove		
Other		
Excavation/Grading		
Fire Inspection		
Manuf. Home Placement	$500.00	
Right of Way Permit		
Park Fees		
Hookup Fees:		
Water:	Inside: $3000 Outside: $9000	
Sewer:	Inside/Outside: $8,000	

PLANNING FEES

	FEE	DATE/RECEIPT
Conditional Use Permit	$200	
Critical Areas Determination	$50	
Critical Areas Permit	$200	
Floodplain Permit	$0	
Manufactured Home Park	$1500 (Parking Plan & Pre-Application	
Preliminary Plat - Subdivision	$1500 plus $125 per lot	
Planned Unit Development	$1500 plus $125 per lot	
SEPA	$300	
Shoreline	$1500	
Short Plat	$500 plus $125 per lot	
Subdivision Final Plat	$500	
Small Lot Development	$50 per lot	
Variance Request	$200	
Zoning Amendment	$250	
Boundary Line Adjustment	$250	

ADDITIONAL PERMITS

	FEE	DATE/RECEIPT
Fireworks Stand	$100	
Sidewalk Usage	$25	
Special Events:		
Single Bond	$25	
Annual Bond	$100	
Vendor Fee	$25/$100	
Other		

PERMIT INFORMATION – See each application for additional information

BUILDING

- **Building Permits:** Attach site plan, vicinity map, site plan addendum, 2 sets of plan drawings, erosion control plans, sidewalk plan, plumbing permit, & any other documentation or permits.
  - *** Site Plan: Please include erosion, sidewalk, water/sewer location for reference.**
  - *** A sidewalk plan is required for all new construction**
- **Excavation/Grading:** Attach Excavation/Grading permit, Erosion Control plan, vicinity map, and site plan.
- **Fire Inspection:** Attach site plan and vicinity map.
- **Manufactured Home Placement:** Attach site plan, vicinity map, site plan addendum, 2 sets of plan drawings, a separate building permit for any out buildings (garages, sheds, etc.), and any other documentation.
- **Right of Way Permits:** Attach Right of Way Permit, construction drawings, site plan, and vicinity map.

PLANNING

- **Conditional Use Permit:** Attach the conditional use permit application, a site plan drawn to scale and any other applicable information.
  Note: Actual cost for copies, publication, staff time, and hearing examiner will be billed to applicant.
- **Critical Areas Determination:** *Check box on front* - see applicable application for your project.
- **Critical Areas Permit:** Attach SEPA checklist if required & additional reports as requested.
- **Manufactured Home Park:** Attach Subdivision application, SEPA checklist if required, 7 copies of park plat plus an 11x17 copy, & any other applicable documentation.
- **Parking Plan-Commercial:** Attach a detailed parking plan drawn to scale and a vicinity map.
- **Pre-Application Conference:** Attach 20 copies of sketch of proposed project for mailing to participating agencies, calendar of available dates, and vicinity map and any other documentation.
- **Preliminary Plat - Subdivision:** Attach subdivision application, SEPA checklist if required, 25 copies of plans including one 11x17 copy, & any other applicable documentation. Reimbursable cost shall include, but are not limited to, engineering fees, geological fees, traffic consultant fees, and other professional consultant fees to be collected after preliminary plat approval.
- **Planned Unit Development:** See Preliminary Plat - Subdivision
- **SEPA:** SEPA checklist and any other applicable applications.
- **Shoreline Permit:** Attach Shoreline Permit with site plan, SEPA checklist if required, & any other documentation.
- **Short Plat:** Attach Short-Plat application, SEPA checklist if required, copies of plans, and any other applicable documentation.
- **Subdivision Final Plat:** Attach 12 copies of the final plant and any other applicable documentation.
- **Variance Request:** Attach a Variance application, a site plan drawn to scale, a vicinity map, a list of adjoining property owners, and any other applicable documentation. *Note: Actual cost for copies, publication, staff time, and hearing examiner will be billed to applicant.*
- **Zoning Amendment:** Attach Re-zone application, a vicinity map, a site plan drawn to scale, a list of adjoining property owners, and any other applicable documentation.

OTHER PERMITS

- **Fireworks Stand:** Attach a state license form, and Insurance Bond, site plan with stand location and setbacks
- **Sidewalk Usage:** Attach site plan drawn to scale showing all objects within 20' of site, and certificate of insurance
- **Special Events Permit:** Attach Special Events Permit and any other applicable documentation

FOR CITY USE ONLY				
DEPARTMENT	APPROVED	DENIED	DATE	COMMENTS
WATER/SEWER				
STREETS				
BUILDING				
PLANNING/ZONING/SETBACKS				
FIRE/SAFETY				
ENVIRONMENTAL				

EXHIBIT B

Site and construction plans are available at Kalama City Hall for review.

EXHIBIT C

Port of KALAMA

Ahles Point Improvement Project

City of Kalama Shorelines and Critical Areas Compliance Narrative

December 2016

Project Description

The Port of Kalama proposes to extend a sewer force main from the current Rasmussen Park restroom location to the southern extension of Rasmussen Park at Ahles Point and construct a concession building, public restrooms, and improve parking and a recreational walkway. The property's existing condition includes an asphalt recreational walkway and unmarked asphalt parking adjacent to Hendrickson Drive. The purpose and need of the project is to construct a concession building and extend sewer to the southern extent of Rasmussen park, which currently does not have sewer connection to the waste water treatment plant. This project will improve access and enjoyment of a Shoreline of Statewide Significance.

Phase 1 includes sewer extension consisting of the installation of approximately 1,300 feet of 4-inch HDPE force main (and Ahles Point pump station connecting the Ahles Point concession site to the existing Rasmussen Park restrooms and to the City of Kalama wastewater treatment plant. The majority of the sewer extension will be installed in the roadbed of Hendrickson Drive. The sewer extension will occur in previous fill for the roadbed and dredge material used to construct the park and will not occur in native soils. The approximate area of disturbance is 2,550 sf. There will be no permanent cut and fills. There will be approximately 400 cy of trench excavation, which will be disposed of offsite. The trench material will be replaced with gravel backfill, which will be placed back to the original elevations. The trench in the roadway will be restored with asphalt. The small section outside the roadway will be restored to the original elevations and landscaping conditions.

The wet well for the pump station will be underground and will involve digging a hole approximately 20 feet deep and setting a round, concrete manhole in the bottom. A vault containing valves for controlling the system will also be installed underground. The remaining components will be installed above ground. These will be constructed with an excavator. A

front-end loader will be used to carry materials to the site.
The 4-inch pipeline leading from the pump station to the existing sewer conveyance system will be installed underground. Installation depths vary, but average around 4 feet. This pipeline will also be installed using an excavator and front end loader. Dump trucks will also be used to haul materials to and from the site.

Phase 2 construction include the concession site. The Concession will be built on approximately 12,000 square feet at the north end of the property. In this phase, 5,000 square feet of asphalt will be removed to construct the Ahles Point Pub, a 10-foot asphalt walkway and surrounding landscaping. Approximately 100 feet of the existing walkway will be moved and reconstructed. The 600 square foot Concession will be built of natural logs, on a cement slab. Potable water service will be installed to supply the pub, a new hydrant and irrigation.

Next, the remaining 7,000 square feet of existing asphalt will be overlaid with new asphalt for striped parking, including ADA parking. This phase will include 25 cubic yards of cut and 170 cubic yards of fill.

Phase two of the project also encompasses approximately 37,000 square feet. Approximately, 9,500 square feet of asphalt will be removed to install landscaping which will also be used for infiltration. The remaining area, of existing parking and recreational walkway, will be overlaid with new asphalt with striped parking. Public restrooms (20' x 20') will be installed adjacent to the parking and walkway. The restrooms will be constructed of concrete walls and a metal roof, on a concrete slab. The restrooms will have four stalls and be ADA accessible. Approximately, 500' of HDPE sanitary sewer line (4-8" diameter, depending on elevations) will be installed to connect the restrooms with the Ahles Point pump station, constructed in phase one. In addition, a picnic shelter (20' x 30') will be constructed of natural logs, with no walls, and a metal roof, on a concrete slab.

Approximately, 700 feet of concrete curb (6") will be constructed along Hendrickson drive, throughout the length of the project.

Erosion control will consist primarily of sediment fence and/or straw wattles to prevent sediment from leaving the project site. Most excavation will be short-term, as the pipeline will be backfilled immediately after installation, but material may be stockpiled temporarily on site.

Shoreline and Critical Areas Jurisdiction

The concession building, restrooms, and associated parking, trail, and landscaping, and portions of the sewer extension will occur within 200 feet of the Columbia River, a shoreline of statewide significance. The area of the project within shoreline jurisdiction is approximately near the southern extent of Rasmussen park and in the vicinity of the concession site. Most

areas of the project will occur outside of shoreline and critical areas jurisdiction. The project is not within the 100-year floodplain. The project will be constructed on and landward of existing pavement and the proposed development is functionally isolated from the critical area.

Shoreline Master Management Program (1977 Cowlitz County SMP, as adopted by the City of Kalama)

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, access road/parking and the completed project will align with the local environment. The construction of a Concession building, restroom, and picnic shelter will not detract from the character of the local environment.

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 moving and reconstructing a portion of the pedestrian trail adjacent to the shoreline and will maintain continued and improved access to the shoreline. Improved parking will facilitate public access and enjoyment of the shoreline.

The proposed project is in compliance with the regulations pertaining to "Sewage Collection and Treatment" section of the SMMP because:

- A community sewage collection and treatment exists within the City. The project is in compliance with (1) and (2) because the Ahles Point Improvement project includes a sewer line extension from the Port's Rasmussen Park to the Concession site, which will then be connected to the City sewer wastewater treatment facility. Therefore, domestic waste from the restrooms at the Concession site will be treated at the City's wastewater treatment facility.

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

- The proposed sewer line extension sewer extension lines shall be permitted within the Urban District in compliance with regulations (2) and (3) under conservancy district such that the project will apply for a permit (2), and the sewer line extension will be (a) underground, (b) any clearing is avoided and minimized by working primarily in the existing roadbed and/or asphalt parking area of Ahles Point, and (c) all disturbed areas will be regraded to compatibility with the natural terrain and replanted to prevent erosion and provide an attractive, harmonious vegetation cover. The project does include landscaping and infiltration.

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 on and landward of the existing footprint for the pedestrian path, roadway access, and informal parking areas and will not extend beyond previously disturbed land. The repaving of parking, road access, and pedestrian path, and construction of the concession building, picnic shelter, and restroom will not substantially alter the project site. In addition, the addition landscaping will also improve infiltration and result in improved water quality for the project site, which currently drains directly to the river. The project area has an existing pedestrian pathway and asphalt parking area. 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 (Chapter 15.02). The project will apply for an excavation/grading and building permit. This shoreline narrative has been prepared and accompanies the master application of a shoreline substantial development permit.

EXHIBIT D

February 16, 2017

Eric Yakovich
Economic Development Manager
Port of Kalama
110 West Marine Drive
Kalama, WA 98625

Re: Ahles Point Improvement Project | City of Kalama, Washington

Dear Mr. Yakovich,

As requested, Ecological Land Services, Inc. (ELS) has assessed portions of Cowlitz County Parcels 41056, 410560200, 410560400, and 410560500 (hereinafter referred to as the study area) for critical areas, in preparation for extending a sewer force main and constructing a concession building, public restrooms, and improvements to parking and a recreational walkway. The study area is located at 110 West Marine Drive in Kalama, Cowlitz County, Washington within Section 17, Township 6 North, and Range 1 West of the Willamette Meridian (Figure 1). A site visit was conducted on February 8, 2017 to assess the approximately 2-acre study area. This letter summarizes the findings for the critical areas determination according to the *City of Kalama Municipal Code (KMC) Chapter 15.02, Critical Areas Protection*.

Site Conditions

The study area is located along Hendrickson Drive, with portions of the project occurring immediately to the west (Figure 2). Land use west of Hendrickson Drive consists of a public recreation area with maintained lawns and landscaped shrubs and trees, as well as paved parking lots, and paved and graveled recreation facilities (including a tennis court and picnic areas). The Columbia River is located approximately 150 feet west of the study area. Train tracks run parallel to the study area along the eastern edge of Hendrickson Drive. An offsite wetland is located east of the train tracks, approximately 100 feet east of the study area. Overall, the entire study area consists of impervious surfaces and landscaped vegetation.

Though the study area mostly lacks vegetation, dominant vegetation observed surrounding the site included red alder (*Alnus rubra*), Himalayan blackberry (*Rubus armeniacus*), and bluegrass species (*Poa sp.*).

Methods

An ELS biologist conducted a critical areas determination to assess any impacts the proposed project may have on critical areas. Prior to conducting a site visit, the National Wetlands Inventory and the National Resource Conservation Services Web Soil Survey were consulted to assess whether hydric soils and wetlands exist on or near the study area. A site visit was conducted on February 8, 2017 to

assess onsite conditions and visually assess nearby vegetation, topography, and hydrology surrounding the study area. The ordinary high water mark (OHWM) of the Columbia River was visually assessed through aerial photography to determine if the riparian habitat area (RHA) extended into the proposed project area.

Findings

No critical areas were found onsite during the site visit. The proposed improvements are located approximately 150 feet east of the Columbia River. As a Type 1(Shoreline) water, the Columbia River has a Riparian Habitat Area (RHA) width extending 250 feet from the Ordinary High Water Mark (OHWM) according to *KMC Table 15.02.130-2*. The proposed project elements will all be installed landward, or within, paved parking lots, Hendrickson Drive, and/or pedestrian trails. These impervious surfaces functionally isolate the RHA from the Columbia River, which disrupt the natural infiltration system that the RHA provides for the river, removing the potential for the RHA to provide adequate protection from surrounding areas.

The proposed project also occurs approximately 100 feet west of a Category II wetland, according to a preliminary rating following the Washington State Department of Ecology's *Wetland Rating System for Western Washington*: *2014 Update*. According to *KMC Table 15.02.120-1*, a Category II wetland has a maximum buffer of 200 feet. This wetland buffer would extend into the proposed project area, however, this buffer is functionally isolated from the wetland and does not protect the wetland from adverse impacts, due to the impervious train tracks that separate the wetland and the study area. This functionally isolating feature intersecting the wetland buffer disrupts the natural infiltration system that the buffer provides for the wetland, removing the potential for the buffer to provide adequate protection of the wetland from surrounding areas.

Proposed construction is occurring on mostly non-vegetated areas on Hendrickson Drive, with a small section of the northern construction occurring on a maintained grass area between the onsite bathroom facility and Hendrickson Drive. Vegetation in this location and within the study area was not indicative of a hydrophytic wetland plant community, nor was the observable vegetation adjacent to the study area. No wetland hydrology was observed on or offsite.

Conclusion

No critical areas were found within the study area; however critical areas are located both west and east of the study area. The buffer of the Category II wetland is functionally isolated by train tracks on the eastern side of the study area. Additionally, the RHA for the Columbia River is functionally isolated by existing impervious surfaces. Due to the functionally isolating features, there will be no wetland buffer or RHA impacts resulting from installing the sewer force main, constructing a concession building, public restrooms, and improvements to parking areas and a recreational walkway. Since the project occurs in areas where critical area buffers are functionally isolated, it is ELS' opinion that the project should not be regulated by *KMC Chapter 15.02, Critical Areas Protection*.

Limitations

The services described in this report were performed consistent with generally accepted professional consulting principles and practices. There are no other warranties, express or implied. The services performed were consistent with our agreement with our client. This report is prepared solely for the use of our client and may not be used or relied upon by a third party for any purpose. Any such use or reliance will be at such party's risk.

If you have additional questions, please feel free to email me at sarah@eco-land.com, or call (360) 578-1371.

Sincerely,

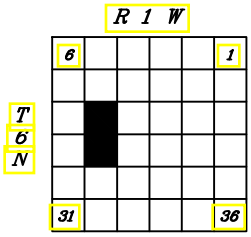
Sarah Fitzpatrick
Biologist

Attachments:

Figure 1: Vicinity Map
Figure 2: Site Map
Photoplate 1-2

46.0017° Latitude
-122.8451° Longitude

LOCATION MAP



NOTE:
USGS topographic quadrangle map reproduced using MAPTECH Inc., Terrain Navigator Pro software.

PROJECT VICINITY MAP

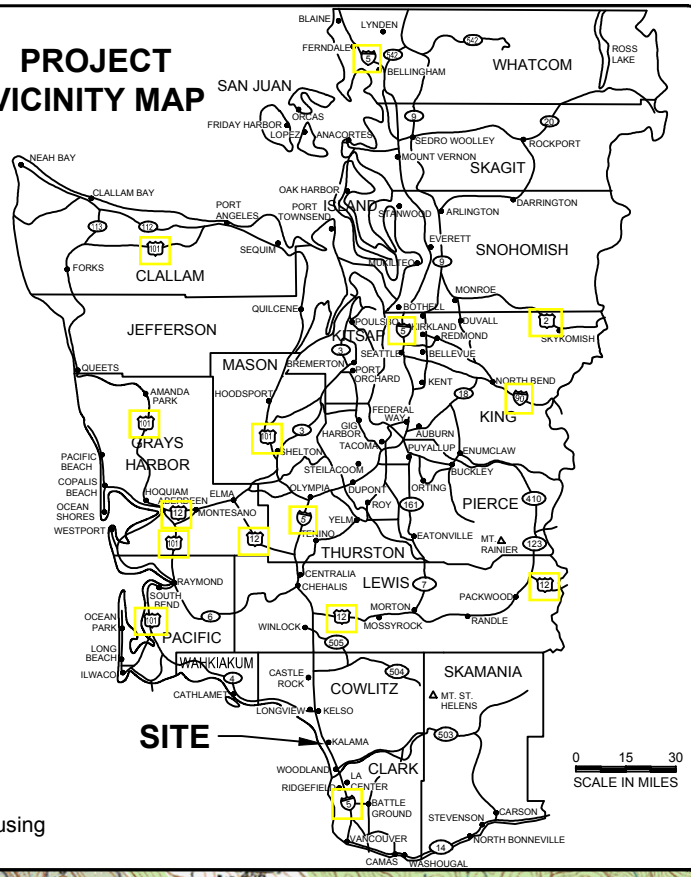
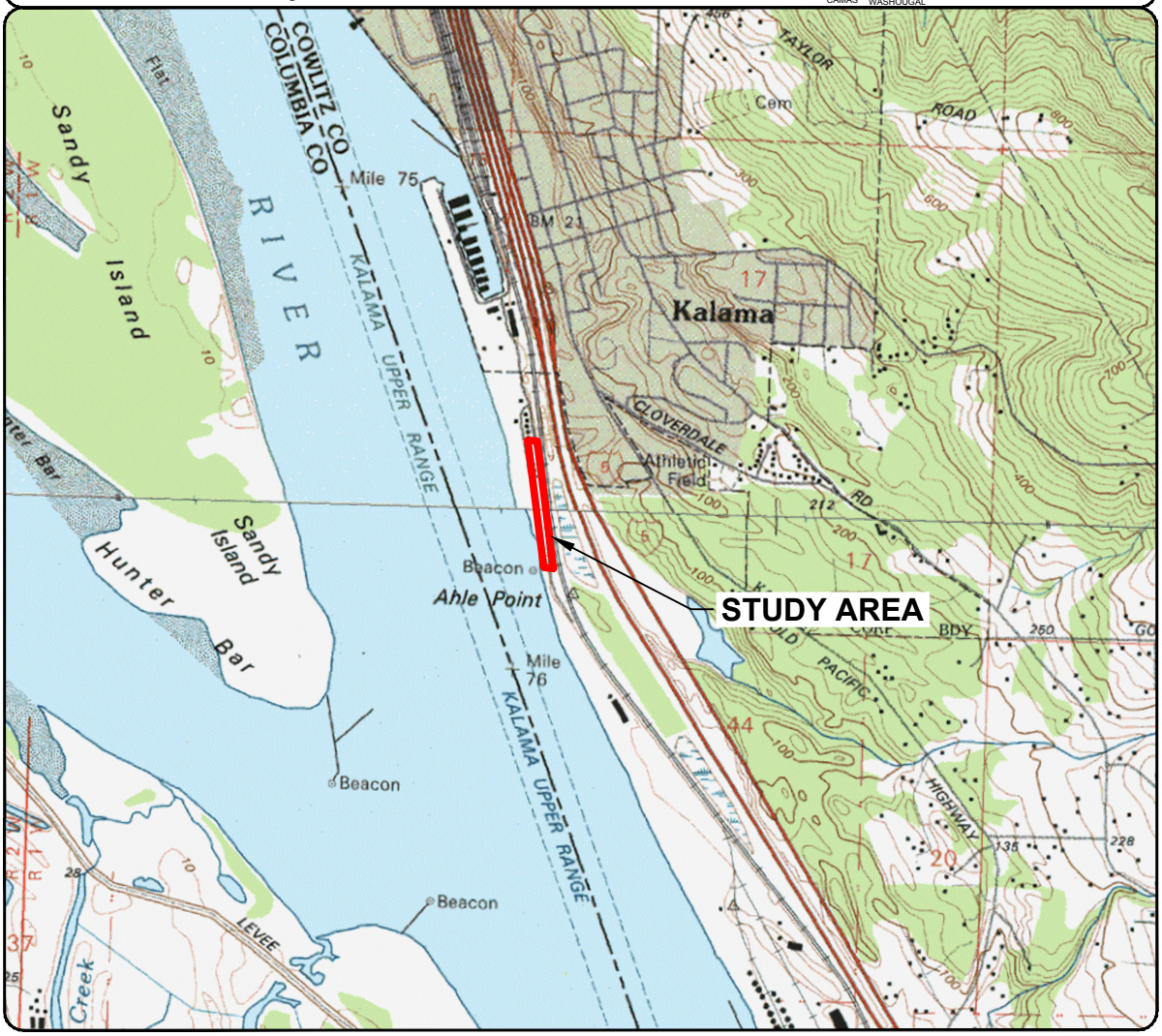


Figure 1
VICINITY MAP
Ahles Point Sewer Line
Port of Kalama
City of Kalama, Cowlitz County, Washington
Portions of Sections 17 & 20, Township 6N, Range 1W, W.M.

DATE: 2/10/17
DWN: JKJ
REQ. BY: SF
PRJ. MGR: SF
CHK:
PROJECT NO: 1703.19



1157 3rd Ave., Suite 220A
Longview, WA 98632
Phone: (360) 578-1371
Fax: (360) 414-9305
www.eco-land.com
Ecological Land Services

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SCALE IN FEET

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2/10/2017 4:28 PM S:\ELS\WA\Cowlitz\Kalama\1703-Port of Kalama\1703.19-Ahles Point Sewer Line\1703.19-Figures\1703.19_DL.dwg Jennifer

NOTE(S):

1. Aerial photo from Google Earth™.

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DATE: 2/10/17
DWN: JKJ
REQ. BY: SF
PRJ. MGR: SF
CHK:
PROJECT NO: 1703.19

Figure 2
SITE MAP
Ahles Point Sewer Line
Port of Kalama
City of Kalama, Cowlitz County, Washington
Portions of Sections 17 & 20, Township 6N, Range 1W, W.M.

Photo 1 is facing northeast towards Hendrickson Drive. Construction is proposed to occur adjacent to and underneath this road. This photo was taken to document the landscaping and recreational areas located near Hendrickson Drive.

Photo 2 is taken facing east from Hendrickson Drive. This photo was taken to document the eastern wetland and train tracks which functionally isolate the wetland buffer from the study area.

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DATE: 2/10/17
DWN: SF
PRJ. MGR SF
PROJ.#: 1703.19

Photoplate 1
Project Name: Ahles Point Sewer Line
Client: Port of Kalama
City of Kalama Cowlitz County, Washington

Photo 3 is taken facing east across the southern section of the proposed improvement site. This photo was taken to document the existing paved portions of the study area where some construction will occur.

Photo 4 is taken facing west of the study area. This photo was taken to document vegetation adjacent to the proposed construction site. Columbia River is located in the background.

Ecological Land Services

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Longview, WA 98632
Phone: (360) 578-1371
Fax: (360) 414-9305

DATE: 2/10/17
DWN: SF
PRJ. MGR SF
PROJ.#: 1703.19

Photoplate 2
Project Name: Ahles Point Sewer Line
Client: Port of Kalama
City of Kalama Cowlitz County, Washington

EXHIBIT E

GIBBS & OLSON
CIVIL ENGINEERS • LAND SURVEYORS

Memorandum

To: Eric Yakovich, Port of Kalama
Economic Development Manager

Copy: Craig Collins, AIA

From: Carol Ruiz, PE

Date: February 6, 2017

Re: Ahles Point Stormwater

This memorandum is an amendment to the Stormwater Report for the Port of Kalama's McMenamins project dated December 2016, and summarizes stormwater management for the Ahles Point site.

Ahles Point Pub Site

The stormwater report dated December 2016 states in Section D – Quality Control Analysis and Water Quality Design, Runoff Control Results, page 9, that construction of the pub building located at Ahles Point will not add greater than 5,000 square feet (SF) of new impervious surface area, and with the addition of landscaping actually reduces the existing impervious surface area.

The total area of disturbance for the Ahles Point improvements is approximately 9,460 SF including an area to the south of the new curb for the existing parking area, as shown on drawing C5.0. Approximately 1,850 SF of existing asphalt surface south of the parking area will be removed and replaced with landscaping as part of the Ahles Point Pub construction. In addition, approximately 1,130 SF of pavement in the existing parking lot will be removed and replaced with new pavement in conjunction with installation both the sanitary sewer piping from the Pub building to the proposed sewer pump station to the south and irrigation piping. The proposed construction will reduce the total amount of impervious surface area by 4,215 SF. The total areas for pervious and impervious surfaces for the disturbed area are listed below.

Surface Type	Existing	Proposed	Difference
Pervious/Landscaping	1,219 SF	5,434 SF	4,215 SF
Impervious	8,241 SF	4,026 SF	-4,215 SF
Total Area	9,460 SF	9,460 SF	0

The existing asphalt parking area that is to remain will be seal coated and restriped for parking. Runoff from this area currently drains to a 5-foot pervious area between the parking area and the existing asphalt trail where the runoff is surface infiltrated in the existing sandy soils.

Proposed new impervious surfaces are all considered non-pollution generating and therefore do not require treatment of the stormwater prior to discharge. However, the proposed building and surrounding impervious surfaces are graded to drain to grass landscaped areas to the north and west of the building where the runoff will infiltrate. The Columbia River is exempt from flow control, and therefore what runoff does not infiltrate can discharge directly to the Columbia River.

Since the impervious surface area within the Ahles Point project limits will be reduced from the existing conditions, specific modeling for this portion of the project was not performed.

Ahles Point Conceptual Plan

The area south of the Ahles Point Pub Site shown on drawing C5.1, is proposed for future improvements and the design is conceptual in nature. Future final design will include a temporary erosion and sediment control (TESC) drawing to address erosion control of the site during construction. It is anticipated erosion control measures such as silt fence, straw wattles and a construction entrance will be used to control runoff of sediment from the site during construction activities.

The soils in the area of the proposed future improvements consist of sandy material that will allow for infiltration. Impervious surface runoff will sheet flow to landscaped or grassed areas, adjacent to the asphalt paths, for treatment prior to infiltration. The proposed area flows directly to the Columbia River, which is flow control exempt, and therefore flow control for runoff that does not infiltrate will not be required.

EXHIBIT F

INADVERTENT DISCOVERY PLAN

FOR THE PORT OF KALAMA AHLES POINT PROJECT,

COWLITZ COUNTY, WASHINGTON

Prepared for
Port of Kalama
Kalama, Washington

December 16, 2016

REPORT NO. 3775

Archaeological Investigations Northwest, Inc.
2632 SE 162nd Ave. ● Portland, OR ● 97236 Phone 503 761-6605 ● Fax 503 761-6620

INADVERTENT DISCOVERY PLAN FOR THE PORT OF KALAMA AHLES POINT PROJECT, COWLITZ COUNTY, WASHINGTON

PROJECT DESCRIPTION

The Port of Kalama proposes to install a small pub, restrooms, picnic shelter, and new wastewater force main and pump station, and make landscaping and parking improvements, along Hendrickson Drive and the Louis C. Rasmussen Day Park in Kalama, Washington (Figure 1). The project area is on parcels 41056, 60057, 60054 and 6005308, which are owned by the Port of Kalama, and is located between Interstate 5 to the east, the Columbia River to the west, the Port of Kalama Marina to the north, and Ahles Point to the immediate south (Figure 2). The project area is within the Kalama City limits.

The project includes the construction of a wastewater pump station and 324 meters (m) (1,063 feet [ft]) of 4" HDPE force main pipe along Hendrickson Drive, McMenamins' Ahles Point pub building, restroom building, and picnic shelter. The development will also include the relocation of existing boulders, new landscaping, parking areas, and sewer and irrigation construction. The ground disturbing activity will reach a maximum depth of 4 m (13 ft) at the wastewater pump station and a depth of 1.5 m (5 ft) along the force main pipeline.

The Port of Kalama will complete a State Environmental Policy Act (SEPA) environmental checklist for this project as part of its application for a Washington Shoreline Permit. Archaeological Investigations Northwest, Inc. (AINW), has prepared this document, on behalf of the Port of Kalama, in anticipation of SEPA review.

LAND USE HISTORY

The Port of Kalama was organized in 1920 and initially consisted of 600 acres on the east side of the Columbia River (Urrutia 1989). The Pacific Highway was completed in 1923 and by 1960, Interstate 5 followed this same route as a result of the Federal-Aid Highway Act of 1956. Northern Pacific built the first railroad on the Washington side of the Columbia River in the 1870s (Asay 1991). By 1873, the railroad was completed between Kalama and Tacoma and Kalama became the company's western headquarters for its transcontinental railroad (*Railway* 1999). Burlington Northern and Sante Fe (BNSF) Railway operates the current railroad after Northern Pacific's merger with four other railroad companies in 1970 (*Railway* 1999).

When the Rivers and Harbors Act was passed in 1962, the U.S. Army Corps of Engineers began dredging the Columbia River to improve navigation. By 1969, dredge deposits had created an 18-foot tall, 600-foot long berm of sand, rocks, and logs on the Port of Kalama shoreline to help reduce periodic flooding (Urrutia 1989). A portion of this berm became the existing Port of Kalama marina north of the project location. This alteration to the Columbia River shoreline is visible when comparing Metsker Maps (1956 and 1968) as well as U.S. Geological Survey (USGS) maps (1921 and 1953).

CULTURAL RESOURCE RECORDS REVIEW

AINW conducted a records review of the Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) database for documentation of previous cultural resource studies and

previously recorded cultural resources. The WISAARD was consulted on November 29, 2016. AINW also consulted historic maps and documents on file at AINW and online.

The nearest recorded cultural resource to the proposed project area is the BNSF railroad (formerly the Northern Pacific Railroad), which is located approximately 25 m (83 ft) to the east. An 18-mile long section of the BNSF Railroad was recorded and evaluated as part of the Kelso-Martin's Bluff Rail project (Jones & Stokes 2003). The recorded section of the BNSF railroad was recommended to be not eligible for listing in the National Register of Historic Places (NRHP) based on the loss of integrity of materials (Brush 2003; Jones & Stokes 2003). The section of the BNSF railroad near the project area has not been evaluated for the NRHP.

The historic portion of the city of Kalama is located on the opposite side of Interstate 5 and 1.0 kilometer (km) (0.6 miles [mi]) north of the proposed project. There have been approximately 71 recorded historic resources in the downtown area of the city of Kalama within an area that is 0.4 km (0.25 mi) wide and 0.9 km (0.55 mi) long. Among these, the only property listed on the Washington Heritage Register (WHR) is St. Joseph's Catholic Church (45CW40) which was nominated for listing in the NRHP and was listed on the WHR in 1979 (Aichlmayr 1979). The church is located near the intersection of North 4th and Elm Streets, approximately 0.6 km (0.4 mi) northeast of the project area.

Four of the 71 recorded historic properties in downtown Kalama have been recommended eligible for listing in the NRHP. These include the former Kalama Lodge Independent Order of Odd Fellows (I.O.O.F.), the former Kockritz Hotel, the former G.A.R. Building, and the Kalama Shopping Center (Schwab 2007). All four properties are located along First Street.

There are no recorded archaeological resources in the vicinity of the proposed project. The nearest archaeological resources are four prehistoric sites located 4.2 km (2.6 mi) to the north along the Kalama River. Sites 45CW4, 45CW5, and 45CW11 are recorded with little to no data regarding content or location (Smith and Hudziak 1948a, 1948b; Warren and Eng 1955). A number of cultural resource studies have attempted to relocate two of these sites but no archaeological material has been found at 45CW4 or 45CW5 (Ellis 1982; Freed 1980; Harvey and Crandell 1980; Jermann and Hollenbeck 1976; Martin 1984, 1985). A cultural resource survey was conducted in the vicinity of site 45CW11 and no evidence of the site was identified (Sharma et al. 2007). Site 45CW127 was recorded on the basis of landowner information, and no cultural resource studies have been conducted in the area (Munsell n.d.).

The closest archaeological study was conducted in December 2014 within the location of the proposed Ahles Point building and consisted of five geoarchaeological sonic cores for the Kelso Martin's Bluff – Task 5 Culvert Replacement project. The five cores reached a depth of 8 m (26 ft) below the surface and no archaeological resources were encountered within the sediment (Punke 2015).

Few archaeological studies have been conducted in the vicinity of the proposed project area. The BNSF right-of-way was studied as part of a fiber optic project in 1995 (Chapman et al. 1996) and surveyed for cultural resources in 1999 (Hartmann 1999). No cultural resources were recorded during either of these studies. Beyond the railroad studies, the nearest cultural resource investigation was an archaeological survey for a fiber optic regeneration site approximately 3.0 km (1.9 mi) north of the current project (Forsman et al. 2000). No cultural resources were identified during this study. Other archaeological studies in the vicinity not described above have included archaeological surveys, assessments, or reconnaissance studies; no archaeological resources have been identified (Chidley 2006; Ellwood and Ozbun 2012; Harder and Hannum 2006; Musil 2000; Wildesen and Holstine 1982).

In summary, there are no recorded cultural resources within the proposed project area. One cultural resource study was conducted in 2014 within its boundaries. Based on this cultural resource study, the parking area in which the wastewater pump station and McMenamins' pub building will be constructed is located on dredge fill deposits approximately 4.5 m (15 ft) thick. The nearest recorded archaeological sites are 4.2 km (2 mi) to the north; however, there have been few archaeological studies conducted in this part of Cowlitz County and much of the project area has not been surveyed.

INADVERTENT DISCOVERIES OF ARCHAEOLOGICAL RESOURCES

This plan has been prepared to outline procedures for dealing with unanticipated discoveries of archaeological resources and/or human remains during the course of project construction. It is intended to:

- Comply with applicable State laws and regulations; Title 27 RCW 27.44 Indian Graves and Records, RCW 27.53 Archaeological Sites and Resources; and RCW 90.58 Shoreline Management Act of 1971;

- Describe to regulatory and review agencies the procedure Port of Kalama will follow to prepare for and deal with unanticipated discoveries; and

- Provide direction and guidance to project personnel as to the proper procedures to be followed should an unanticipated discovery occur.

The Port of Kalama will ensure that the provisions of this plan are carried out. During construction activities, the Port of Kalama or the Port's designated general contractor representative will have overall authority to initiate action for archaeological resource or human remains discoveries and will be responsible for assuring communication of any such events to the appropriate authorities as outlined below. The general contractor representative will have the authority to temporarily stop work in the area of potential archaeological resource or human remains discoveries.

The Revised Code of Washington (RCW) (27.53.040) defines archaeological resources as "All sites, objects, structures, artifacts, implements, and locations of prehistorical or archaeological interest, whether previously recorded or still unrecognized." The DAHP considers archaeological resources to be 50 years of age or older.

If any member of the construction work force believes that he or she has found an archaeological resource, all work adjacent to the discovery will stop and the general contractor representative will be notified. If human skeletal remains are involved, the procedure described in the next section will be followed. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the discovery. An archaeological resource discovery could consist of, for example:

- an area of charcoal or charcoal-stained soil;

- an arrowhead, stone tool, or stone chips;

- a cluster of bones or burned rocks in association with stone tools or chips;

- a cluster of tin cans or bottles older than 50 years.

The general contractor representative will contact the Port of Kalama Economic Development Manager as soon as a potential archaeological resource discovery is identified. The Port of Kalama Economic Development Manager will contact a professional archaeologist (as defined in RCW 27.53.030(11)) to determine whether the discovery is an archaeological resource protected under the state law. If the discovery is not an archaeological resource protected under the state law, the Port of Kalama Economic Development Manager will coordinate with the general contractor representative to remove the stop-work order.

If the discovery is an archaeological resource protected under the state law, the general contractor representative will take appropriate steps to ensure that the discovery site is protected. At a minimum, the immediate area of the discovery site will be flagged or fenced-off. Vehicles and equipment will not be permitted to traverse the discovery site. The Port of Kalama Economic Development Manager will then be responsible for immediately notifying the DAHP. Notification will be the responsibility of the Port of Kalama, although this responsibility may be delegated to the professional archaeologist.

The notification to DAHP will either a) explain how the archaeological resource will be protected from project impacts or b) indicate that a request for an archaeological excavation permit is being prepared and will be submitted to DAHP as soon as possible.

INADVERTENT DISCOVERIES OF HUMAN REMAINS

The procedures outlined in this section apply to all situations where a) human remains are observed and b) it is not obvious and immediately apparent that skeletal remains (i.e., articulated bones, teeth, or fragments thereof) which are found are non-human in origin.

If any member of the construction work force believes he or she has made an unanticipated discovery of human skeletal remains, all work at the location of the discovery will be stopped and the general contractor representative and Port of Kalama Economic Development Manager will be notified. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the remains. At a minimum, the immediate area of discovery will be flagged or fenced-off. Vehicles and equipment will also not be permitted to traverse the discovery site.

The Port of Kalama will contact a professional archaeologist or osteologist to examine the location of the discovery within 24 hours, if possible. The professional archaeologist or osteologist will determine whether the discovery is of human remains or of materials likely to represent a human grave. If the discovery is not human remains or a human grave, then the Port of Kalama Economic Development Manager will coordinate with the general contractor representative to remove the stop-work order. The professional archaeologist or osteologist will submit a letter including appropriate documentation of the discovery site to the Port of Kalama.

If the remains are human, the Port of Kalama Economic Development Manager will immediately call the Cowlitz County Coroner and the Kalama Police Department. The coroner will examine the discovery and determine whether the remains are “forensic” and under the coroner’s jurisdiction, or “non-forensic” in which case the coroner will notify the DAHP pursuant to RCW 27.44.055. The DAHP State Physical Anthropologist will assume jurisdiction over the non-forensic human remains and handle all notification and consultation with the appropriate Tribes.

If the results of the evaluation indicate that the remains are not human and do not have an archaeological association, construction will be permitted to resume.

If it is determined that the remains are not human but do have an archaeological association, then the procedures for the unanticipated discovery of cultural resources outlined in the previous section will be followed.

SUMMARY AND RECOMMENDATIONS

The Port of Kalama proposes to install a small pub, restrooms, picnic shelter, and new wastewater force main and pump station, and make landscaping and parking improvements, along Hendrickson Drive. No cultural resources have been previously identified within this area. There has been one previous cultural resource field investigation within a portion of the project area that identified no archaeological resources, and found that dredge fill within the project area may exceed the of 4 m (13 ft) depth of the proposed work for the current project. As the proposed construction excavations are not expected to penetrate beneath modern dredge spoils there is little or no potential for archaeological resources to be impacted. In the unlikely event of unanticipated archaeological discoveries and/or human remains during project construction, the procedures outlined above should be followed.

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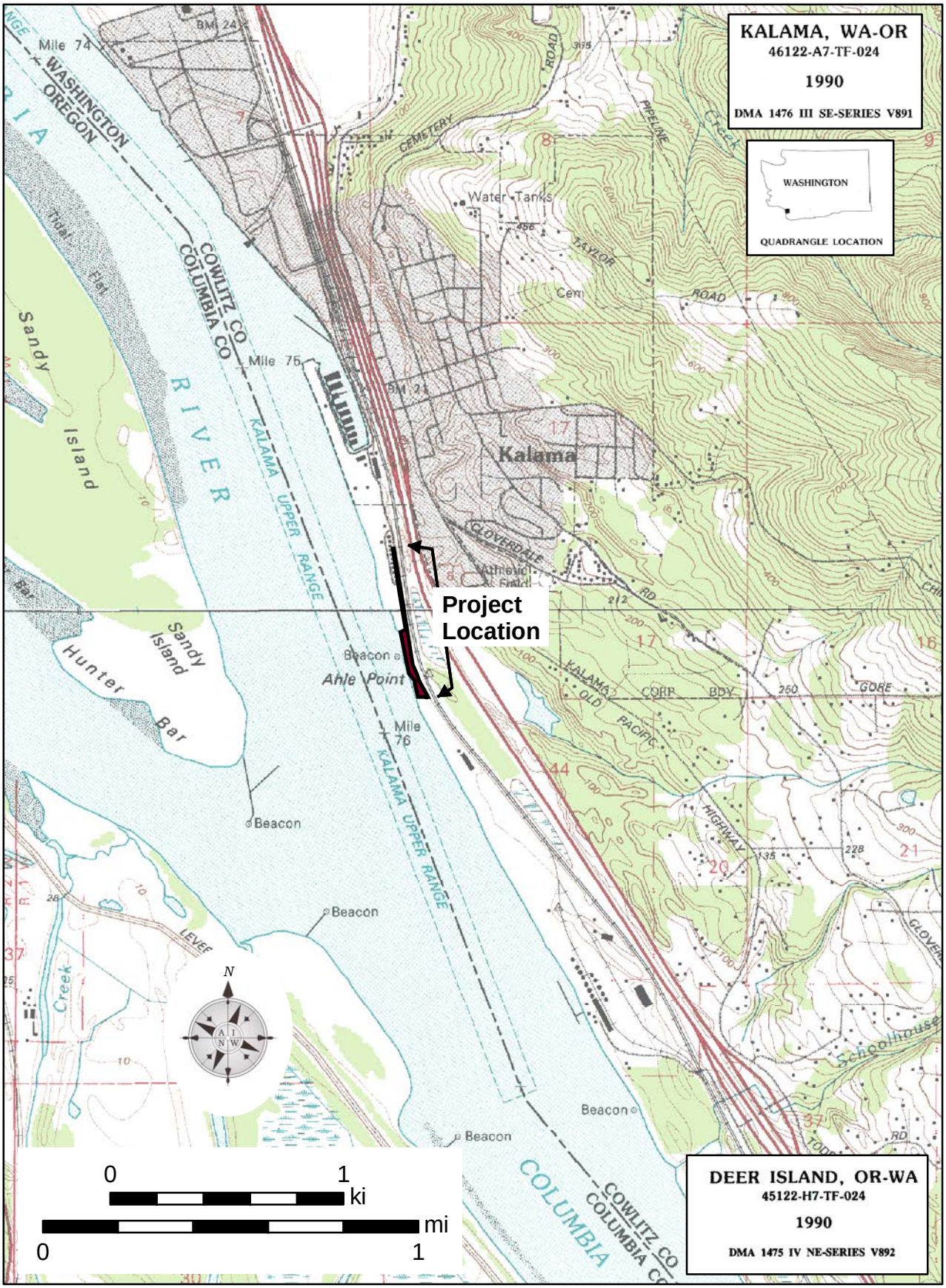

Figure 1. Ahles Point project location.

Figure 2. Detail of the Ahles Point project location.

EXHIBIT G

NOTICE OF APPLICATION (NOA)

REQUEST FOR COMMENTS ON SHORELINE SUBSTANTIAL DEVELOPMENT (SSDP) PERMIT

Pursuant to RCW 90.58.140 and WAC 173-27-110, NOTICE IS HEREBY GIVEN that the Port of Kalama has filed an application for the following described project. The permit applications and listed studies are available for public review at the KALAMA CLERK-TREASURER, 195 N FIRST ST, KALAMA, WA 98625 between the hours of 9:00 AM to 5:00PM, Monday through Friday, except holidays.

Proposal: Construct amenities to Rasmussen Park at Ahles Point, inclusive of the following improvements:

Phase 1

- Extension of 4" sewer force main from existing Rasmussen Park restrooms by approximately 1,300' to Ahles Point to the south, under N Hendrickson Dr
- Construction of sewer pump station and sewer connections to serve the proposed 600 SF pub and 1,200 SF restroom at Ahles Point

Phase 2

- Northern portion of Ahles Point
  - Removal of approximately 5,000 SF of asphalt to construct the 600 SF pub, relocated asphalt walkway, and proposed landscaping
  - Overlay of existing asphalt, unmarked parking and striped for nine (9) parking spaces, including one (1) ADA-accessible space
- Southern portion of Ahles Point
  - Construction of the proposed 1,200 SF restroom and 600 SF picnic shelter
  - Overlay of existing asphalt, unmarked parking and striped for thirty-five (35) parking spaces
  - Construction of a proposed staircase from the restroom area to the proposed asphalt path along the beach and connecting with the existing asphalt path
  - Removal of 9,500 SF of asphalt to construct proposed landscaping, also used for infiltration

Location: The project is located at 380 W Marine Dr, in Section 17 Northeast, Township 6 North, Range 1 West, W.M. Cowlitz County Assessor Parcel No.'s 41056, 410560200, 410560400, and 410560500.

Applicant: Port of Kalama
Agent: N/A

Permit Application: December 16, 2016
Notice of Complete: February 24, 2017
Notice of Application: March 14, 2017

Public Comment: The public has the right to comment on the application, request written notice of public meetings or hearings on the project, and/or request a copy of the decision made on the application. Comments and requests must be sent to: KALAMA CLERK-TREASURER, PO BOX 1007, KALAMA, WA 98625.

This SSDP is required under RCW 90.58.140; the lead agency will not act on this SSDP for 30 days from the date of this notice. Comments on the SSDP must be submitted by 5:00PM on **April 14, 2017**. The Kalama City Council will take action on the SSDP at a public hearing to be scheduled after the close of the comment period.

Studies/Plans Submitted With Application:

- Site and Construction Plans, Collins Architectural Group, P.S., October 04, 2016
- Sewer Pump Station Plans, Otak, received December 16, 2016
- Inadvertent Discovery Plan, Archaeological Investigations Northwest, Inc., December 16, 2016
- Trip Generation Calculations, December 16, 2016
- Memorandum [Amendment to Stormwater Report], Gibbs & Olson, February 6, 2017
- Critical Areas Assessment, Ecological Land Services, Inc., February 16, 2017
- Site Plan [Updated], Collins Architectural Group, P.S. and Gibbs & Olson, received February 16, 2017

Other Permits, Plans, and Approvals Needed:

- Grading/Excavation Permit, Critical Areas Permit (City of Kalama)
- Electrical Permit (WA State Department of Labor and Industries)
- Building Permit (City of Kalama)