City of Kalama

Incorporated 1890

Staff Report and Recommendation

Date:	February 14, 2018
To:	Kalama City Council
From:	Mark Person, City Planner
Re:	Port of Kalama Central Port Stormwater Improvement Project - Shoreline Substantial Development Permit

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Proposal

The Port of Kalama proposes to construct a central stormwater infiltration facility and associated miscellaneous improvements to serve existing heavy industrial development and future development within the approximately 3-acre site, which currently drains to the Columbia River.

The proposed central stormwater infiltration facility is approximately 95,000 SF and located near the northwest corner of the site. The associated miscellaneous improvements include:

- Construction of a storm pipe and storm main (partially outside of shoreline jurisdiction) and replacement of an existing storm pump to convey all on-site surface water to the proposed central stormwater infiltration facility;
- Fill of an existing stormwater pond and capping or removal of associated stormwater facilities which drain the pond into the Columbia River;
- Capping of a separate stormwater outfall pipe that drains into the Columbia River;
- Removal or relocation of 3 utility poles, a transformer (outside of shoreline jurisdiction), and various concrete barriers (partially outside of shoreline jurisdiction) to facilitate surface water flow to on-site catch basins;
- Replacement of 3 existing stormwater pumps (outside of shoreline jurisdiction), in addition to replacement of existing storm pump above; and
- Demolition of 2 obsolete buildings (outside of shoreline jurisdiction).

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 roughly bounded by the Columbia River to the west, Oak Street to the south, NW 3rd Street to the east, and Wilson Drive to the north in Kalama, Washington. The site is located within

Section 7, Township 6 North; Range 1 West of the Willamette Meridian. The project site is within parcel number 41029, 41030, and 41118.

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 March 7, 2018 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 12-13) of this staff report.

Overview
To enhance ecology and protect resources of the Columbia River, a Shoreline of Statewide Significance, improvements are being proposed by the Port of Kalama to construct a central stormwater infiltration pond facility to serve existing heavy industrial development and future development. The existing and future development ("site") is in an area bounded by the Columbia River to the west, Oak Street to the south, N Hendrickson Drive and BNSF ROW to the east, and Wilson Drive to the north. Surface water currently drains as follows:

- Surface water from Drainage Basins 1 and 4 is currently collected and conveyed to an existing asphalt-lined storm pond/swale located on west side of assessor's parcel number (APN) 41029 that drains to the Columbia River via existing Stormwater Outfall Pipe #1 at the northwest corner of the pond/swale and during high flow events, via an additional discharge pump station.
- Surface water from Drainage Basins 2, 3, 5, and 9 is currently collected and conveyed directly to the Columbia River via existing Pump Station #3 and existing Stormwater Outfall Pipe #2, approximately 400' north of existing Stormwater Outfall Pipe #1.
- Surface water from Drainage Basin 6-8 currently sheet flow directly to the Columbia River.
- Post-construction the proposed stormwater infiltration pond facility will collect surface water from existing and future development in all drainage basins for infiltration on-site.

The proposed central stormwater infiltration facility is approximately 95,000 SF and located near the northwest corner of the site, in place of Drainage Basin 8. Proposed surface water drainage will be as follows:

- Surface water from Drainage Basins 1 and 4 will continue to be conveyed to the existing asphalt-lined storm pond/swale area, but the pond/swale will be filled and paved, the existing stormwater Outfall Pipe #1 will be capped, and the discharge pump station

removed. Instead, surface water will be conveyed from the former storm pond/swale area via a proposed 24" gravity storm pipe to existing Pump Station #3, which will be upgraded with new pumps and wet-well capacity to handle additional inflows.

- Surface water from Drainage Basins 2, 3, 5, and 9 will continue to be conveyed to existing Pump Station #3, which as mentioned above will be upgraded to handle additional inflows.
- From Pump Station #3, surface water will be conveyed with a proposed 16" force storm main to the proposed central stormwater infiltration facility. Pump Station #3 will no longer convey stormwater to the Columbia River via existing Stormwater Outfall Pipe #2, which will be capped.
- Surface water from Drainage Basins 6-7 will remain unchanged; Basin 8 will infiltrate.

Additionally, the following miscellaneous associated improvements are proposed:

- Replacement of existing stormwater pumps for Drainage Basins 2 and 3, respectively.
- Removal of 3 utility poles, removal of various concrete barriers, and relocation of a transformer in the area southeast of the existing asphalt-lined storm pond/swale to facilitate surface water flow to on-site catch basins.
- Demolition of 2 obsolete buildings adjacent to NW 3rd Street, approximately 500' south of its intersection with Wilson Drive.

Most of the aforementioned improvements and construction activity is fully or partially located in the shoreline jurisdiction, 200' from the ordinary high-water mark (OHWM) of the Columbia River. The following activity is located fully outside of the shoreline jurisdiction:

- Replacement of the existing stormwater pumps for Drainage Basins 2 and 3;
- Relocation of the transformer; and
- Demolition of the 2 obsolete buildings.

The proposed central stormwater infiltration facility is located 100' from the OHWM, and no construction activity will be closer than approximately 46' of the OHWM.

Net increase in impervious area will be limited to the proposed central stormwater infiltration facility and relocated transformer and will total approximately 1 acre. A maximum net increase in impervious area of approximately 0.67 acres will be in the shoreline jurisdiction.

There is no safe public access to the shoreline, and none is proposed given the site's industrial nature.

Findings:

1. **Site Description**: The project is located is in an area bounded by the Columbia River to the west, Oak Street to the south, N Hendrickson Drive and BNSF ROW to the east, and Wilson Drive to the north. The site is generally flat except for the raised roadbeds of Oak Street as it approaches the Interstate 5 (I-5) overpass and N Hendrickson Drive as it approaches Oak Street, the slightly raised railroad spur from the BNSF ROW, and the ditch abutting the south side of the railroad spur. The existing area within the limits of construction activity and within the shoreline jurisdiction are primarily paved with asphalt (the western portion of APN 41029) or at the location of the proposed central stormwater infiltration facility, partially graveled. 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. No new uses are proposed as the central stormwater infiltration facility serves the surface water needs of existing industrial development. All future development must comply with Chapter 17.28 Kalama Municipal Code (KMC) – I-1 Industrial Use District and will be reviewed at the time application is made.

3. **Parking**: The proposed central stormwater infiltration facility is an accessory use that serves the surface water needs of existing and future development at the site and does not require any dedicated off-street parking. No existing parking spaces are anticipated to be displaced by the project. 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 1: Encourage a pattern of community development in concert with the land's capability to support such development, to avoid hazard areas and preserve unique natural and scenic areas.
   - Environmental Goal 2: Encourage the location of safe, environmentally responsible industries in the Port of Kalama industrial area.
   - 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 2: Encourage the orderly development of areas which are environmentally suitable for development and which are currently, or proposed to be, provided with a full range of community facilities and utilities.

- 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 – 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 Area Goal 2: Protect critical wildlife habitat and preserve the integrity of important corridors from development, while minimizing unavoidable impact.
- Environmental – Critical Area 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 Goal 3: Actively plan and guide anticipated growth by seeking full utilization of existing land.
- Land Use Policy 7: Consider the construction of public facilities (e.g., public works shop, utility infrastructure, etc.) in any land use category/zone.
- Land Use – Land Development Goal 2: Ensure that subdivisions and necessary infrastructure are designed and constructed to meet existing and future needs.
- Land Use – Land Development Policy 3: Strongly encourage alternative land development approaches, including "green infrastructure," "low-impact development" and other similar techniques.
- Economic & Commercial – Goal 2: Provide adequate public facilities to support, complement and attract a stable rate of economic growth.
- Economic & Commercial – Policy 1.d: Cooperate with the Port of Kalama to ensure those industrial activities that discharge pollutants adhere to federal, state and local pollution abatement requirements.

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, Roads and

Railroads, and Ports and Water-Related Industries 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 on 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 proposed central stormwater infiltration facility and associated miscellaneous improvements serve the surface water needs of an existing developed industrial area. Future development located in the shoreline jurisdiction will be evaluated on its water-dependency at the time of Shoreline Substantial Development Permit application.

No building is proposed. The proposed central stormwater infiltration facility is setback 100' from the OHWM. No existing or proposed paved area that could potentially be used as parking is setback less than 10' from the OHWM. The existing paved area closest to the OHWM is located at the southwest corner of the site and is setback approximately 10' from the OHWM.

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

Ports and Water-Related Industries: Ports and water-related industries are permitted along shorelines in the Urban designation, when the proposal meets the following conditions:

1. Port facilities and water-related industries shall be permitted on urban shorelines.
2. Any person proposing a development, expansion or alteration, or any phase thereof which constitutes a complete project, of a port facility or water-related industry, shall apply for a permit.
3. A permit for a port facility or water-related industry, or any expansion or alteration thereof which constitutes a complete project, may be granted a permit subject to compliance with local ordinances and the following regulations:
    a. Demonstration of compliance with the regulations specified on any federal and state permits required for such facilities and operations, by presentation of an application for each permit or other means satisfactory to the administrator.

b. Compliance with other applicable use regulations in this program is required.

4. Water storage of logs shall be permitted subject to the following minimum regulations:
    a. No feasible dry land storage area is available, except emergency or short-term storage of logs may be in water regardless of the availability of dry and storage areas. Logs shall not be stored so that a complete waterway is blocked for public boating or public access through log storage areas along waterway.
    b. Operation shall be in accordance with applicable recommendations listed on pages 3 and 4 of the publication Log Storage and Rafting in Public Waters, a task force report approved by the Pacific Northwest Pollution Control Council, August 1971.
5. Dry land storage of logs shall be permitted subject to the following minimum regulations:
    a. Unpaved storage areas underlain by permeable soils shall have at least a four-foot separation between ground surface and the winter water table.
    b. Dikes, drains, vegetated buffer strips or other means shall be used to ensure that surface runoff is collected and discharged from the storage area at one point, if possible. It shall be demonstrated that state water quality standards or criteria will not be violated by such runoff discharge under any conditions of flow in nearby water courses. If such demonstration is not possible, treatment facilities for runoff shall be provided meeting state and federal standards.

Analysis: The proposed central stormwater infiltration facility and associated miscellaneous improvements are permitted as the site is in the Urban shoreline designation of the SMP.

For the proposal, Port of Kalama submitted a Shoreline Substantial Development Permit on November 8, 2017.

It is the City's understanding that no U.S. Army Corps of Engineers (USACE) Section 404 permit is necessary as there is no dredge or fill proposed within a jurisdictional water, and no Washington State Department of Ecology (ECY) Hydraulic Project Approval (HPA) is needed as there is no work within a water of the state. State Environmental Policy Act (SEPA) review and noticing with the Port of Kalama as Lead Agency resulted in issuance of a Determination of Non-Significance on November 6, 2017. Ecology provided comments on the SEPA in their letter dated November 21, 2017 (Exhibit N). No other comments were received with regards to the need for a USACE Section 404 permit, ECY HPA, or any other state or federal permit by the end of the comment period on November 23, 2017.

The Port of Kalama does identify in the SEPA Environmental Checklist that an ECY Construction Stormwater General Permit is required and this decision will be conditioned such that documentation of the ECY Construction Stormwater General Permit is provided prior to issuance of any construction permit.

Additionally, a Floodplain Development Permit is required as the existing asphalt-lined

storm pond is in the Special Flood Hazard Area, and the proposal meets the definition of development under KMC 14.16.030.

Conclusion: Staff finds the project meets the SMP's Port and Water-Related Industries Regulations, as conditioned.

Roads and Railroads: Roads and railroads are permitted along shorelines in the Urban designation, when the proposal meets the following conditions:

1. Non-motorized trails shall be permitted within urban shorelines.
2. Railroads shall be permitted within urban shorelines.
3. Future construction of all roads, highways, freeways, and access roads shall assure compliance with existing county rules and regulations addressing such construction.
4. All public roads and railroads shall not impede non-motorized public access to public shorelines.
5. All private roads must meet the road specifications as outlined in the Forest Practices and Shoreline Management Special Report, found under Forest Practices and Shoreline Management, pages 34 - 36.

Analysis: No non-motorized trails, railroads, or public roads are proposed, so those regulations of this section are not applicable.

The only road proposed is a gravel access road for maintenance of the storm ponds. The gravel access road is generally consistent with the City of Kalama Development Guidelines and Public Works Standards and will verified in detail during Grading and Excavating Permit review.

The private road standards under the Forest Practices and Shoreline Management Special Report is intended for rural forest access roads. As the site is in an existing developed industrial area, these standards are therefore not applicable.

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

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 inter-state and intra-state 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 areas within the limits of construction activity in the jurisdictional shoreline are largely devoid of vegetation. Existing vegetation to be disturbed is limited to regularly maintained vegetation that consists of scattered weedy annuals and mosses in the existing graveled Drainage Basin 8, where the proposed central stormwater infiltration facility will be located. There is also a small area of grasses along the western perimeter of the asphalt-lined storm pond to be filled. These areas do not provide any habitat functions or surface water quality functions. Despite the removal of limited vegetation, there is a net benefit to the ecology of the Columbia River as surface water from the site will no longer be discharged into the Columbia River. As a result, replacement of vegetation is neither proposed nor required.

Erosion control consisting biobags filled with wood chips or be fitted with filter fabric will be provided to prevent sediment-laden water from entering the storm drains. As conditioned by the terms and conditions of this Shoreline Substantial Development Permit, erosion and sedimentation control consistent with the requirements of the City of Kalama Development Guidelines and Public Works Standards. As a result, the proposed erosion control is anticipated to adequately control for siltation and erosion concerns.

Additionally, as also conditioned by the terms and conditions of the Shoreline Substantial Development Permit contained herein, side casting of excess road building material into streams is prohibited, 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.

The proposal provides for adequate surface water infiltration for the site. Per the Preliminary Stormwater Report (Exhibit E), which assumes existing impervious conditions for Basins 1-4, 100% impervious area for future development of Basins 5 and 8, and 80% impervious area for future development of Basins 6-7 and 9, the central stormwater infiltration facility has been sized to provide 100% infiltration during a 100-year storm. This is consistent with the requirements of 1992 Puget Sound Stormwater Manual adopted by the City as its storm

manual.

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. **Shorelines of Statewide Significance**: 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 and existing or former industrial uses. 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 elsewhere on the Columbia River will be achieved by eliminating existing surface water drainage into the Columbia River; and

- Enhanced shoreline habitat and water quality by providing 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 with consistency 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.

Long-term impacts are not anticipated. The existing landscaping to be removed consists of scattered weedy annuals and mosses in the existing graveled Drainage Basin 8, where the proposed central stormwater infiltration facility will be located. There is also a small area of grasses along the western perimeter of the asphalt-lined storm pond to be filled. This vegetation does not provide any shoreline habitat or water quality function, and the provision of the central stormwater infiltration facility is a net ecological benefit for the Columbia River despite no proposed replacement of removed vegetation; the surface water needs of the site will be 100% addressed by the facility rather than direct discharge into the Columbia River as the site currently does. Future development in the jurisdictional shoreline will be subject to SMP regulations and obtainment of a Shoreline Substantial Development Permit, and any potential long-term impacts will be addressed at the time of application.

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

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

Analysis: Public access to the shoreline from the site is not appropriate due to safety concerns related to industrial uses in the area. By eliminating existing surface water drainage to the Columbia River, however, and enhancing the river's habitat and water quality functions, the project thereby increases the appeal of the other existing parks and accessibility to other portions 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: 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 Floodplain Development Permit, Critical Areas Determination, Grading and Excavating Permit, and Demolition Permit (City of Kalama) and Construction Stormwater General Permit (Washington State Department of Ecology). 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. **Floodplain Management:** A Floodplain Development Permit has been applied for and based on the Base Flood Elevation (No-Rise) Memo, prepared by WEST Consultants, Inc. and dated October 27, 2017 (Exhibit H), the proposal will not result in a rise in the Federal Emergency Management Agency (FEMA) base flood elevation and is generally consistent with the applicable standards of Chapter 14.16 KMC. The Floodplain Development Permit will be issued separately from the Shoreline Substantial Development Permit decision.

9. **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 Letter prepared by Ecological Land Services, Inc. and dated November 6, 2017 (Exhibit J). 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, as existing impervious surfaces functionally isolate the site from the shoreline.

10. **State Environmental Policy Act (SEPA)**: A SEPA Determination of Non-Significance (DNS) was issued by the Port of Kalama as lead agency on November 6, 2017 (Exhibit L).

11. **Shoreline Public Notice and Comments**: Staff determined the Shoreline Substantial Development Permit application was complete on November 22, 2017 and issued a Notice of Application on November 28, 2017 (Exhibit M). 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 December 28, 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. All construction must be completed in accordance with the approved plans and the City of Kalama Development Guidelines and Public Works Standards.

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

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

5. Documentation of the Washington State Department of Ecology (ECY) Construction Stormwater General Permit shall be provided prior to issuance of any construction permit.

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

7. Side casting of excess road building material into streams is prohibited.

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

9. 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

10. 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. Master Permit Application – Grading and Excavation Supplemental Addendum
C. Port of Kalama – Central Port Stormwater Improvement Project Narrative
D. Site and Drainage Plans
E. Preliminary Stormwater Report
F. Groundwater Assessment

G. Hazardous Materials Inspection Report
H. Base Flood Elevation (No-Rise) Memo
I. Cultural Resources Report
J. Critical Areas Letter
K. SEPA Environmental Checklist
L. SEPA Determination of Non-Significance
M. Notice of Application
N. Department of Ecology Letter dated November 21, 2017

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