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BEFORE THE COWLITZ COUNTY HEARING EXAMINER

IN RE THE MATTER OF KALAMA
MANUFACTURING AND MARINE
EXPORT FACILITY

COWLITZ COUNTY SHORELINE
SUBSTANTIAL DEVELOPMENT
AND SHORELINE CONDITIONAL
USE PERMITS

APPLICANTS:
Port of Kalama and
Northwest Innovation Works – Kalama, LLC

FILE NO. SL 16-0975

APPLICANT NORTHWEST
INNOVATION WORKS – KALAMA,
LLC’S POST-HEARING SITE PLAN
SUBMITTAL

COMES NOW the Applicant Northwest Innovation Works – Kalama, LLC (“NWIW”) by and through its attorneys of record Erin L. Anderson and Stoel Rives, LLP and, pursuant to the January 25, 2017 instructions of the Cowlitz County Hearing Examiner, submits the following:

1. **NWIW Ex. N-46**, Potential Site Plan Revisions and accompanying notes regarding the proposed facilities’ layout for the Kalama Manufacturing and Marine Export Facility, which modifies Port of Kalama Ex. K-61, at p. 5.
2. The revisions shown on Ex. N-46 move the northwestern-most methanol storage tank and the foam building, which were previously located in the Conservancy SED, outside of the shoreline. The only facility units that will remain in the Conservancy SED are lower intensity, lower profile units such as the ponds, which serve the dock, and

1 the tank-farm secondary containment, which will protect the shoreline and wetlands from
2 potential spills.

3 3. While directly associated with the ships that will berth at the new dock, the
4 ship scrubber and containment pad are elongated and shifted to the east to place them
5 outside of the Urban SED.

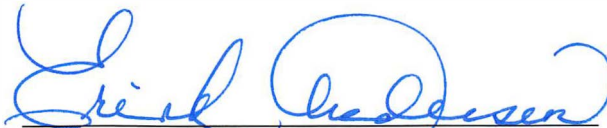
6 4. After the hearing concluded, the Port of Kalama determined that the dock
7 parking can also be moved out of the Urban SED. This element is now shown to the east
8 and outside of the shoreline.

9 5. As originally proposed, a significant portion of one of the two ASUs (ASU
10 #2 in Exhibit K-61) would have been located within the shoreline in the Urban SED. At
11 the public hearing, Don Abrahamson of Technip, opined that this unit could be shifted to
12 get it outside of the shoreline. Upon closer examination by Technip's engineering team, it
13 does not appear that ASU#2 can be relocated readily within the original site plan to clear
14 the shoreline district.

15 6. There are no new or expanded elements proposed for relocation into the
16 shoreline by the Potential Site Plan Revisions.

17 Dated this 31st day of January, 2017.

18
19 STOEL RIVES, LLP

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21 

22 Erin L. Anderson (WSBA #23282)

23 600 University St., Suite 3600

24 Seattle WA 98101

25 Phone: 206.386.7665

Attorneys for Northwest Innovation Works

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CERTIFICATE OF SERVICE

I, Sharman D. Loomis, certify and declare:

I am over the age of 18 years, make this declaration based upon personal knowledge, and am competent to testify regarding the facts contained herein.

On January 31, 2017, the foregoing document was sent to the below parties by e-mail:

Hon. Mark C. Scheibmeir,
Cowlitz County Hearing Examiner
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Riverkeeper; Center for Biological
Diversity; and Sierra Club

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I certify under penalty of perjury pursuant to the laws of the State of Washington
that the foregoing is true and correct.

DATED: January 31, 2017 at Seattle, Washington.

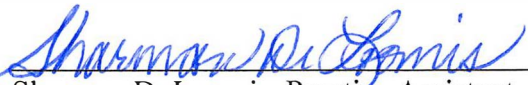
STOEL RIVES, LLP

Sharman D. Loomis, Practice Assistant

Exhibit N-46

January 31, 2017

DH038939-L-TP-NWIW-0053
Project No. DH038939

Mr. Murray (Vee) Godley III
President
NorthWest Innovation Works
380 W. Marine Drive
Kalama, WA 98625 - USA
E-Mail: veeg@nw-iw.com

Kalama Methanol Project

Subject: Potential Site Plan Revisions for Shoreline Permit

Dear Mr. Godley:

At your request we have produced a revised site plan for the proposed Kalama Methanol Plant in response to questions and concerns raised at the shoreline permit hearing on January 23 - 25, 2017 (Drawing 9624-70-P1-D5)

During the hearing, the examiner asked whether the various methanol plant process units could be removed from the shoreline districts. Don Abrahamson (Project Engineering Manager, Technip) testified that the location or orientation of certain units could be adjusted fairly easily to remove them from the shoreline districts.

Please find attached a site plan drawing titled Potential Site Plan Revisions together with notes that explain how the revisions differ from the original site plan submitted to Cowlitz County with the shoreline permit application.

The drawing show that the changes Mr. Abrahamson explained at the hearing could be relatively easy to accomplish.

The one exception that was determined after the hearing is the orientation or location of the air separation units (ASUs) cannot be easily adjusted. The footprint of these units is large and a significant portion is in the shoreline district.

I hope these plans answer the hearing examiner's questions and meet your needs.

At your earliest convenience please let me know if you have any questions.

Sincerely,



Pat Meurer
Project Director

*Don Abrahamson
for Pat Meurer*

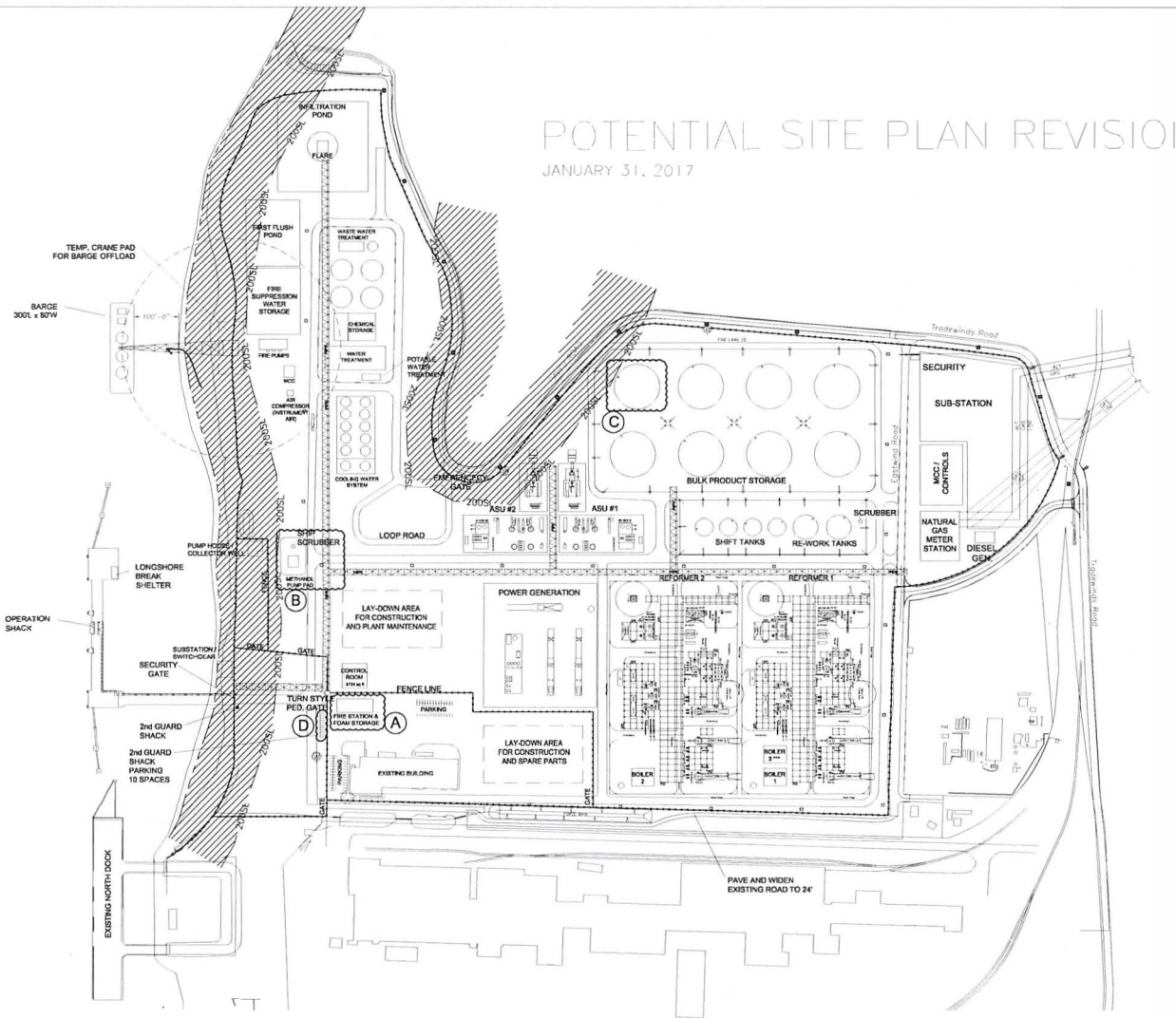
Attachment: Potential Site Plan Revisions drawing and notes

CC:

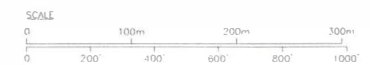
Jim Russell (NWIW)
Phil Eastland (NWIW)
Luo Yanning (CECC)
Don Abrahamson (Technip)
Brian Davidson (Technip)
Mark Morford (Stoel)

POTENTIAL SITE PLAN REVISIONS

JANUARY 31, 2017



- (A) FOAM BUILDING
- (B) SHIP SCUBBER
- (C) PRODUCT TANK
- (D) DOCK PARKING
- FENCE LINE
- 200'S / 500'S 200 FOOT SHORE LINE



7-31-2015

										KALAMA MANUFACTURING AND MARINE EXPORT FACILITY (KMMEF)					 PRELIMINARY SITE PLOT PLAN							
REV	DRAWN BY & DATE	CHECK'D BY & DATE	APPR'D BY & DATE	AUTH'D BY & DATE	ALTERATION	REV	DRAWN BY & DATE	CHECK'D BY & DATE	APPR'D BY & DATE	AUTH'D BY & DATE	ALTERATION	REV	DRAWN BY & DATE	CHECK'D BY & DATE	APPR'D BY & DATE	AUTH'D BY & DATE	ALTERATION	CAD No	SCALE @ A1	DRG No	REV	
																			—	SEE DWG	9624-70-P1-D5	

Notes to Potential Site Plan Revisions

January 31, 2017

Notes Explaining Changes from Original Site Plan as Submitted to Cowlitz County and Included in Environmental Impact Statement

The drawing titled Potential Site Plan Revisions (January 31, 2017) show changes to the original site plan as discussed at the Shoreline Permit hearing on January 25, 2017. These changes are explained below; the lettered paragraphs correspond to circled letters on the drawing identifying the new location of these site elements:

- A. Methanol Storage Tank. The Methanol Product storage tank in the northwest corner of the tank farm is shifted slightly to the east to remove it from the Conservatory Shoreline District
- B. Foam Building and Fire Station. In the original site plan, the foam building (for fire suppression) was located within the conservation shoreline district. This unit can be moved to the southwest part of the facility and combined with the fire station. In the original site plan, the fire station would have been located in part of the existing warehouse building. By combining it with the foam building, the fire station can be purpose designed.
- C. Ship Scrubber. The ship scrubber and containment pad were shifted and elongated to shift outside of the Urban Shoreline District.
- D. Dock Parking. Following the hearing, the Port of Kalama determined that the dock parking can be easily moved out of the shoreline district.

As originally proposed a significant portion of one of the two ASUs (ASU #2 on original site plan) would have been located within the shoreline. At the public hearing on January 25, 2017, Don Abrahamson of Technip stated that this unit could be shifted to get it out of the shoreline. Upon closer examination with the Technip engineering team, there is not enough room to easily shift the ASUs within the original site plan to clear the shoreline district.