

COWLITZ COUNTY BOUNDARY REVIEW BOARD
Notice of Intention checklist (revised 7/12)

Staff checked:

NOTICE OF INTENTION: Receipt, filing and review

	<u>DATE</u>
A. <input checked="" type="checkbox"/> Application received	9/11/15
B. <input checked="" type="checkbox"/> File number assigned <u>205</u>	9/11/15
C. <input checked="" type="checkbox"/> STAFF REVIEW OF CONTENT:	
<input checked="" type="checkbox"/> 1. Notice of intention form	9/15/15
<input checked="" type="checkbox"/> 2. Description of proposed action	9/15/15
<input checked="" type="checkbox"/> 3. Legal description: To County Engineer	9/15/15
<input checked="" type="checkbox"/> 4. Acres/assessed value to Assessor	
<input checked="" type="checkbox"/> 5. Vicinity map	9/15/15
<input checked="" type="checkbox"/> 6. Corporate limits map	9/15/15
<input checked="" type="checkbox"/> 7. Review of factors to be considered by BRB	9/15/15
<input checked="" type="checkbox"/> 8. Review of objectives of BRB	9/15/15
<input checked="" type="checkbox"/> 9. Environmental checklist and determination of sig/non-sig	N/A
<input checked="" type="checkbox"/> 10. Filing fee received and deposited	9/14/15
<input type="checkbox"/> 11. Certification of petition accuracy	
D. <input checked="" type="checkbox"/> Filing date determined	9/15/15
E. <input checked="" type="checkbox"/> Letter sent to initiator	9/15/15

GOVERNMENTAL UNITS INFORMED OF PROPOSAL

A. Mail cover letter, notice of intention, description of proposed action, assessor's map, vicinity map, legal description and date proposal to be considered by BRB to all governmental bodies having jurisdiction.

Response requested within 45 working days by 10/30/15.

- 1. Building and Planning (8 copies)
- 2. Department of Ecology (sewer/water district proposals)
- 3. _____
- 4. _____

MEETINGS, INVOKING JURISDICTION, DECISIONS

- A. BRB meeting to be held on 10/08/15
- B. Staff report, file data, checklist to BRB 9/15/15
- C. Special information requested by BRB (specify) _____
- D. Review waived by chairperson due to _____
- E. BRB meeting held 10/08/15
- F. **JURISDICTION NOT INVOKED:**

- 1. 45-day period lapses on 10/30/15
- 2. Notification sent to initiator 11/04/15
- 3. Initiator completes action: sends 8 copies to County Commissioners
- 4. BRB receives copy of final action 11/17/15
- 5. File closed on 2/10/16

G. **JURISDICTION INVOKED:**

- 1. Invoked by _____ on _____
- 2. Hearing resolution signed by _____ on _____
- 3. Public hearing date set for _____
- 4. Fee paid (if applicable) on _____
- 5. Notice to affected governments (RCW 36.93.160) on _____
- 6. Notice published: Where: _____ Dates: _____
- 7. Notices posted in the annexation area on _____
- 8. Hearing(s) held on _____
- 9. Modification hearing held: yes ___ no ___ on _____
- 10. Decision signed by chair on _____
- 11. Written decision mailed on _____
- 12. Decision appealed by _____
- 13. Initiator completes action and sends 8 copies to County Commissioners
- 14. Initiator notifies State Office of Financial Management _____
- 15. BRB receives a copy of final action on _____
- 16. File closed on _____



RECEIVED

NOV 18 2015

COWLITZ COUNTY
BUILDING & PLANNING

County Administration Building
207 Fourth Avenue North
Kelso, WA 98626
TEL (360) 577-3020
FAX (360) 423-9987
www.co.cowlitz.wa.us

Board of Commissioners

COMMISSIONERS

Michael A. Karnofski
District 1

Dennis P. Weber
District 2

James R. Misner
District 3

CLERK OF THE BOARD

Tiffany Ostreim

November 17, 2015

Boundary Review Board
Attn: Greta Holmstrom
Executive Officer
Administration Building
207 4th Ave. North
Kelso, WA 98626

RE: Annexation to the City of Kalama – Case No. BRB 205 – Marine Park/Ahles Point

Dear Ms. Holmstrom:

Enclosed is a copy of Ordinance No. 1365 of the City of Kalama which officially annexes the above mentioned land into the City of Kalama.

By direction,

**Board of County Commissioners
Of Cowlitz County, Washington**


Tiffany Ostreim
Clerk of the Board

Enclosure

cc: Commissioners' Record
Public Works
Building and Planning
Assessor
Treasurer
Auditor/Recording
Auditor/Elections
Communications Center
GIS
City of Kalama (letter only)

ORDINANCE NO. 1365

AN ORDINANCE OF THE CITY OF KALAMA, WASHINGTON, PROVIDING FOR THE ANNEXATION OF CERTAIN PROPERTIES KNOWN AS THE MARINE PARK/AHLES POINT ANNEXATION TO THE CITY OF KALAMA, CLASSIFYING AND ZONING SAID PROPERTIES AND FIXING THE EFFECTIVE DATE OF THE ANNEXATION AS DECEMBER 1, 2015

WHEREAS, the City of Kalama received an intent to annex approximately 66.57 acres to the City from the Port of Kalama on May 8, 2015;

WHEREAS, on the 20th day of May, 2015 the City Council of Kalama at a regular meeting determined the City would accept the intent to annex and would require the assumption by the newly annexing area of the existing outstanding indebtedness of the City of Kalama;

WHEREAS, at the May 20, 2015 meeting the City Council determined that said newly annexing territory would be zoned I-1 Industrial Use District, with a commercial overlay under Kalama Municipal Code 17.28.020.1 upon its annexation into the City;

WHEREAS, pursuant to RCW Chapter 35A.14, on May 27, 2015, the applicants for annexation submitted to the City a petition to annex signed by owners of 60 percent or more of the assessed valuation of the following parcels:

Tax Parcel	Approx. Acreage	Owner
41056*	10.50	Port of Kalama
410560100*	.35	City of Kalama
41063*	.70	Port of Kalama
41061*	.43	Port of Kalama
41060*	.38	Port of Kalama
60057	1.34	Port of Kalama
6005102	.86	Port of Kalama
412640100*	11.65	Port of Kalama
60054	4.03	Port of Kalama
60061	20.03	Burlington Northern Inc ROW N/A
	16.30	Washington DOT ROW N/A

*All or a Portion of this Parcel may already be inside City Limits -- included to confirm boundary lines

(SEE ATTACHED EXHIBIT "A" FOR FULL LEGAL DESCRIPTION)

WHEREAS, the submitted Petition was certified sufficient by the Cowlitz County Assessor's Office on June 8, 2015;

WHEREAS, the City Council fixed the date of the public hearing on the Marine Ordinance No.

Park/Ahles Point Annexation Petition for July 1, 2015 to take testimony and consider the annexation;

WHEREAS, at said hearing the City Council determined the annexation must be referred to the Boundary Review Board of Cowlitz County, for review;

WHEREAS, the Intent to Annex was submitted to the Washington State Boundary Review Board of Cowlitz County, accepted for filing on September 15, 2015 beginning the the 45 day review period;

WHEREAS, the City has received notification from the Boundary Review Board that the review period has expired on October 30, 2015 therefore they have deemed the intent to annex approved without modifications as of November 4, 2015.

NOW THEREFORE, the City Council of the City of Kalama do ordain:

Section 1. There has been filed with the City Council of the CITY OF KALAMA an annexation petition signed by owners representing at least 60% of the assessed value, according to the assessed valuation for general taxation of the properties for which annexation was petitioned and said petition set forth the fact that the City Council of the CITY OF KALAMA was required to determine what indebtedness would be assumed by the area to be annexed.

Section 2. That the territory proposed by said petition and approved by the Boundary Review Board to be annexed to said CITY OF KALAMA is situated in the County of Cowlitz, State of Washington, and is contiguous, proximate, and adjacent to the present corporate limits of said city, and is more particularly described in Exhibit "A" attached hereto and shown on the attached map (Exhibit B) and incorporated in full herein by this reference.

Section 3. The territory set forth in Exhibit "A" of this Ordinance, should be and is hereby made a part of the CITY OF KALAMA, and the corporate limits of the CITY OF KALAMA are hereby extended so as to include the property and territory described in Exhibit "A" **with an effective date of December 1, 2015.** That said property be assessed and taxed at the same rate and on the same basis as the property of the CITY OF KALAMA is assessed and taxed to pay for outstanding indebtedness of the CITY OF KALAMA now existing or as hereafter contracted or incurred.

Section 4. That the property described in Exhibit "A" hereto be and the same is hereby classified and zoned as zoned I-1 Industrial Use District, with a commercial overlay under Kalama Municipal Code 17.28.020.1. The CITY OF KALAMA zoning map and Comprehensive Plan shall be amended to reference the property as so designated herein.

Section 5. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this ordinance.

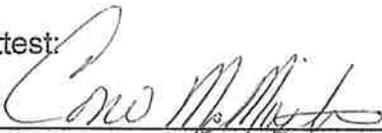
Section 6. This Ordinance shall take effect five (5) days following its passage and publication in the official newspaper of the CITY OF KALAMA, and the Clerk is hereby directed to cause the same to be so published.

PASSED by the City Council and **APPROVED** by the Mayor at a regular meeting of the City Council held on the 4th day of November, 2015.



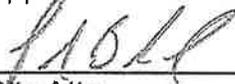
Mayor Pete Poulsen

Attest:



Coni McMaster, Clerk/Treasurer

Approved as to form:

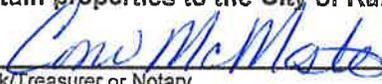


City Attorney

Published: 11-8-15

Effective: 11-13-15

I hereby certify that this is a true and correct copy of Ordinance providing for the annexation of certain properties to the City of Kalama as described in Exhibit A. (5 pages)



Clerk/Treasurer or Notary

11-10-15

Date



Minister & Glaeser Surveying, Inc.

Phone: 360-694-3313 Fax: 360-694-8410

October 12, 2015

EXHIBIT "A"

ANNEXATION TO THE CITY OF KALAMA:

A portion of the Jacob Ahles Donation Land Claim and the John Davenport Donation Land Claim and a portion of Government Lot 1, located in a portion of Section 17 and Section 18, Township 6 North, Range 1 West, Willamette Meridian, Cowlitz County, Washington, described as follows;

BEGINNING at the intersection of the South line of said Section 17 and the Westerly right-of-way line (50 feet Westerly of centerline when measured at right angles) of the Northern Pacific Railway (formerly P & P. S. Railroad Company);

Thence North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 155.89 feet, more or less to the Meander Corner on the government meander line for the Columbia River, said Meander Corner being at the Southeast corner of Kalama Tideland Tract 9 (1922 Tideland Map);

Thence continuing North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 77.39 feet, more or less to the Inner Harbor Line as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156, Cowlitz County survey records;

Thence North $27^{\circ}55'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tract 9 (1922 Tideland Map), for a distance of 394.06 feet, more or less, to an angle point therein per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North $08^{\circ}10'08''$ West, continuing along said Inner Harbor Line and the West line of Tideland Tracts 9-10 (1922 Tideland Map), for a distance of 1086.26 feet, more or less, to the Southwest corner of Tideland Tract 11 (1922 Tideland Map) per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North 18°17'24" West, leaving said inner harbor line (1922 Tideland Map) as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156 and proceeding along the Relocated Inner Harbor Line as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73, for a distance of 2123.77 feet to an angle point in said Relocated Inner Harbor Line;

North 71°00'00" East, continuing along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 26.61 feet, more or less, to the Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76)

Thence along said Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76) of the bank of the Columbia River (*the City of Kalama jurisdiction in this area will extend to piers, docks, warehouses, wharves and structures that originate on land inside the boundaries of the city and extend beyond the boundaries over the Columbia River*), the following courses:

Thence North 18°37'40" West, for a distance of 1365.26 feet more or less;

Thence North 68°32'21" East, for a distance of 98.22 feet, more or less;

Thence North 74°46'19" East, for a distance of 51.22 feet, more or less;

Thence South 28°58'17" East, for a distance of 44.20 feet, more or less;

Thence South 70°23'11" East, for a distance of 50.03 feet, more or less;

Thence South 15°44'14" East, for a distance of 45.77 feet, more or less;

Thence South 15°23'49" West, for a distance of 45.92 feet, more or less;

Thence South 19°39'45" East, for a distance of 1193.35 feet, more or less;

Thence South 41°00'45" East, for a distance of 15.62 feet, more or less, to said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73);

Thence North 71°00'00" East, along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 157.40 feet, more or less, to said Inner Harbor Line and the West line of Tideland Tract14 (1922 Tideland Map);

Thence North $08^{\circ}10'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tracts 14 and 15 (1922 Tideland Map), for a distance of 685.28 feet, more or less, to the Northwest corner of said Tideland Tract 15 (1922 Tideland Map);

Thence North $74^{\circ}15'19''$ East, along the North line of Kalama Tideland Tract 15 (1922 Tideland Map), for a distance of 121.55 feet, more or less, to the West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof;

Thence South $15^{\circ}41'35''$ East, along said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof, for a distance of 619.26 feet, more or less, to the beginning of a 5266.71 foot radius tangent curve;

Thence continuing along said West right-of-way line along the arc of a 5266.71 foot radius tangent curve to the right, the long chord of which bears South $11^{\circ}32'52''$ East, for a chord distance of 761.43 feet, through a central angle of $08^{\circ}17'27''$, for an arc distance of 762.09 feet, more or less;

Thence continuing along said West right-of-way line South $07^{\circ}24'08''$ East, for a distance of 51.00 feet, more or less, to the Westerly extension of the radial line to Engineers PC Station 1242+92.39 of the L-line of State Route 5 as shown on WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence North $81^{\circ}49'36''$ East, along said radial line and its Westerly extension, for a distance of 388.64 feet, more or less, to the Easterly right-of-way line (135 feet Easterly of centerline) of State Route 5 Engineers PC Station 1242+92.39 of the L-line (WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 294.08 feet, more or less, to the intersection with the South line of Government Lot 1;

Thence continuing South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 196.88 feet, more or less, to State Route 5 Engineers Station 1238+01.44 of the L-line (135 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965, and also State Route 5 Engineers Station 1237+32.58 of the LR-line (112 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3707.72 foot radius tangent curve to the left, the long chord of which bears South $10^{\circ}49'44''$ East, for a chord distance of 343.55 feet, through a central angle of $05^{\circ}18'39''$, for an arc distance of 343.67 feet, more or less, to State Route 5 Engineers Station 1233+78.52 of the LR-line

(112 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965;

Thence continuing along said Easterly right-of-way line South $27^{\circ}23'30''$ East, for a distance of 78.13 feet, more or less, to State Route 5 Engineers Station 1233+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $10^{\circ}16'08''$ East, for a distance of 194.72 feet, more or less, to State Route 5 Engineers Station 1231+00 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3709.72 foot radius non-tangent curve to the left, the long chord of which bears South $23^{\circ}57'22''$ East, for a chord distance of 813.39 feet, through a central angle of $12^{\circ}35'17''$, for an arc distance of 815.03 feet, more or less, to State Route 5 Engineers Station 1222+60.80 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $37^{\circ}20'24''$ East, for a distance of 162.04 feet, more or less, to State Route 5 Engineers Station 1221+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $45^{\circ}40'20''$ East, for a distance of 752.08 feet, more or less, to State Route 5 Engineers Station 1213+75 of the LR-line (330 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $54^{\circ}38'11''$ East, for a distance of 411.73 feet, more or less, to State Route 5 Engineers Station 1210+00 of the LR-line (500 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $35^{\circ}03'49''$ East, for a distance of 310.83 feet, more or less, to the intersection with the South line of said Section 17 to State Route 5 Engineers Station 1206+90.26 of the LR-line (526.08 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence leaving said Easterly right-of-way line and proceeding North $88^{\circ}47'30''$ West along the South line of said Section 17, for a distance of 616.73 feet, more or less, to State Route 5 Engineers Station 1210+12.12 of the LR-line (on centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing North 88°47'30" West along the South line of said Section 17, for a distance of 921.01 feet, more or less, to the intersection said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof and the **POINT OF BEGINNING**.

EXCEPTING THEREFROM, any portion that tract of land conveyed to the City of Kalama, a Municipal Corporation by deed recorded under Auditor's File No. 735213, Cowlitz County Deed Records.

EXCEPTING THEREFROM, any portion that tract of land conveyed to the City of Kalama, a Washington Municipal Corporation by deed recorded under Auditor's File No. 3214088 Cowlitz County Deed Records.

EXCEPTING THEREFROM, any property heretofore annexed in the City of Kalama city limits.

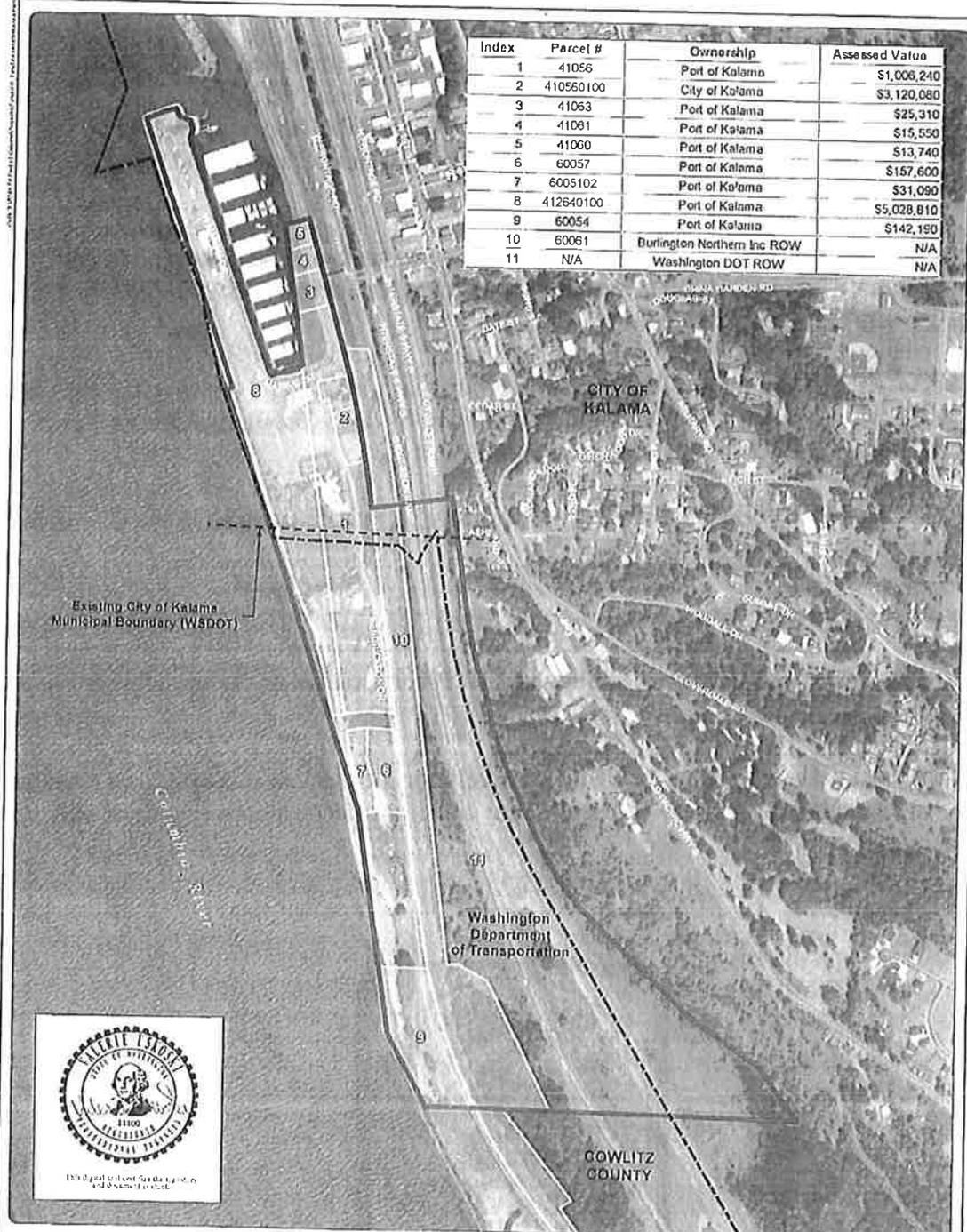
Containing 66.57 Acres, more or less.

Basis of Bearings – NAD 83/91, Washington State Plane Coordinate System, South Zone, U.S. Survey Feet.

Note: This legal description was created exclusively for the purpose of the City of Kalama annexation and is not intended to be used for any transfer of title or conveyance of real property.



10-12-15



Index	Parcel #	Ownership	Assessed Value
1	41056	Port of Kalama	\$1,006,240
2	410560100	City of Kalama	\$3,120,080
3	41063	Port of Kalama	\$25,310
4	41061	Port of Kalama	\$15,550
5	41060	Port of Kalama	\$13,740
6	60057	Port of Kalama	\$157,600
7	6005102	Port of Kalama	\$31,090
8	412640100	Port of Kalama	\$5,028,810
9	60054	Port of Kalama	\$142,150
10	60061	Burlington Northern Inc ROW	N/A
11	N/A	Washington DOT ROW	N/A



Source: Aerial photograph obtained from Esri ArcGIS Online; parcels obtained from Cowlitz County in March of 2015.
 Note: Assessed Value = Assessed Improvement + Assessed Land Value.

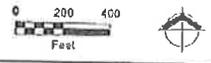
- Legend**
- Site Parcels
 - City/County Boundary
 - Annexation Boundary (66.57 acres in area)

**Marine Park Annexation
 Petition for Annexation**

**Exhibit B
 Final Annexation Area**

Port of Kalama
 Kalama, Washington

MAUL FOSTER ALONGI
 p. 971.544.2137 | www.mfa2foalci.com



Cowlitz County Boundary Review Board

207 4th Avenue North, Suite 100, Kelso, WA, 98626-4195

Telephone: 360-577-3052

Fax: 360-414-5550

E-mail: holmstromg@co.cowlitz.wa.us

September 15, 2015

To: Boundary Review Board Members
Elaine Placido, Cowlitz County Building & Planning
Kathy Hanks, Cowlitz County Treasurer's Office
Kristina Swanson, Cowlitz County Auditor's Office
Terry McLaughlin, Cowlitz County Assessor's Office
Mark Nelson, Cowlitz County Sheriff
Deanna Wells, Cowlitz County 911 Communications Center
Ron Junker, Cowlitz County Public Works
Tiffany Ostreim, Board of County Commissioners
Victor Leatzow, Fire Chief Cowlitz County Fire District #5
Department of Natural Resources, Castle Rock
Cowlitz Public Utility District
Subject and Adjacent Property Owners

From: Greta Holmstrom, Interim Executive Officer

Re: Proposed Annexation by the City of Kalama– Marine Park / Ahles Point File No. 205

Notice of Intention for the proposed annexation referenced above has been filed with the Cowlitz County Boundary Review Board **effective Tuesday, September 15, 2015 as File No. 205.**

In accordance with the laws of the State of Washington, a request for review of the proposed annexation by the Cowlitz County Boundary Review Board may be filed by the following means:

- Request of three members of the Boundary Review Board;
- By any governmental unit affected by the action, or the county in which the proposed action is located;
- Petition signed by 5% of the registered voters residing within the area which is being considered for the proposed action;
- Petition by the owner or owners of property consisting of 5% of the assessed valuation within such area;
- Petition by 5% of the registered voters who deem themselves affected by the action and reside within one-quarter mile of the proposed action, but not within the jurisdiction proposing the action, and the majority of members of the boundary review board concurs.

Provided the Board's jurisdiction is not invoked pursuant to RCW 36.93.100, the public review period will expire 45 days from the date of filing. If the Boundary Review Board should review

this action, a request for review in accordance with state law must be received **no later than Friday, October 30, 2015.**

The Goals of the Cowlitz County Boundary Review Board are:

- To achieve orderly and efficient patterns of growth in Cowlitz County;
- To ensure cost-effective use of existing public services by seeing that proposed annexations and developments occur where ample services and facilities exist or can be efficiently made available;
- To ensure that new or extended public services are provided in a logical, timely and equitable manner;
- To achieve heightened public and local government awareness of the purposes, responsibilities and procedures of the Boundary Review Board.

Documentation associated with the proposed annexation is been enclosed. A full copy the notice is available for review upon request. Please contact Greta Holmstrom at (360)577-3052 or holmstromg@co.cowlitz.wa.us.

Sincerely,



Greta Holmstrom
Interim Executive Officer

Enclosures (Subject and Adjacent Property Owners “Summary” and “Exhibit B” Only)

WASHINGTON STATE BOUNDARY REVIEW BOARD FOR COWLITZ COUNTY

NOTICE OF INTENTION

Please submit this Notice of Intention form and the exhibits listed below to the Boundary Review Board, Cowlitz County Administration Building, 207 4th Avenue North, Suite 100, Kelso, WA 98626 for determination of sufficiency by the Clerk of the Board. When deemed sufficient, the **original** and an additional **sixteen (16) copies of the Notice of Intention and Exhibits** and a **filing fee of \$50.00** are required for filing.

The Notice of Intention is to be completed by an elected official or employee of the governmental jurisdiction that is seeking the boundary change action or the proponent in the case of incorporation or formation.

1. Name of City, Town, or Special Purpose District _____ City of Kalama _____
2. Action Sought _____ Annexation of 66.57 acres of property _____
3. Reason for seeking action _____ Annexation of this area will allow for more uniform response by authorities as currently the park area is split between the County and City for police responses. _____
4. Method used to initiate the proposed action _____ 60% petition method _____
5. State statute under which action is sought _____ RCW 35A.14 _____
6. Items submitted should be labeled in accordance in this format:

EXHIBIT A. A copy of the legal description of the boundaries of the area involved in the proposed action certified by a registered engineer or land surveyor.

EXHIBIT B. A Cowlitz County Assessor's map certified by a registered engineer or land surveyor on which the boundary of the area involved in the proposal and the size in acres must be clearly indicated.

EXHIBIT C. A vicinity map no larger than 11" x 17" and reproducible on a **non-color** photocopier displaying:

- 1) The boundary of the area involved in the proposal and the size in acres.
- 2) The current corporate boundaries of the proposing entity.
- 3) Major physical features such as streets and highways, railways, public facilities, rivers, freeways etc.,
- 4) The boundaries of all cities or special purpose districts having jurisdiction in or near the proposed area.
- 5) The location of the nearest service point(s) for the required utility services to the area.

EXHIBIT D. Documentation of the process: certified copy of the petition; certified copy of assessed valuation; affidavit of publication of public hearing notice; certified copy of minutes of public hearing; a signed and certified copy of the resolution accepting the proposal as officially passed.

EXHIBIT E. Names and addresses of all property owners of lands abutting the proposed action, but not within the jurisdiction proposing the action (RCW 36.93.100(4)).

MUNICIPAL INCORPORATIONS. Exhibits A, B, C, a certified copy of assessed valuation and a certified copy of the petition calling for the incorporation are required.

FACTORS THE BOARD MUST CONSIDER

Please respond to the following elements regarding the factors the Board must consider as outlined in RCW 36.93.170.

POPULATION AND LAND USE

1. Population of the proposed area 0 Population of the existing entity 2500
2. Acres of the proposed area 66.57 Acres of the existing entity ≈2120
3. Assessed valuation of proposed area \$6,732,538
4. Existing land use of the proposed area Recreational
5. Existing land use of the area surrounding the proposed area Recreational and industrial/commercial usage
6. Current land use proposals for this area None

7. Cowlitz County Comprehensive Plan designation for the proposed area Industrial
8. Cowlitz County Comprehensive Plan designation for surrounding areas Industrial
9. Cowlitz County zoning for the proposed area Unknown
10. Cowlitz County zoning for surrounding areas Unknown
11. Is the proposal within any identified Urban Service Area? (Public water, sewer, etc) yes
12. Is the proposed area within or include any environmentally Sensitive Areas?
 Shoreline

13. Describe the topography, drainage basins and natural boundaries which are included in the area of the proposal and how each affects land use, accessibility and potential development.

The property is along the Columbia River and includes the railway owned by BNSF and Interstate 5 which is currently the Port of Kalama's Louis Rasmussen and Marine Parks

14. Describe how much and what type of growth has been projected for this area and adjacent incorporated and unincorporated areas during the next ten-year period. What source is the basis for this projection?

There are no proposals to change the usage of the current park areas to other than recreational use based on information from the owner, the Port of Kalama.

MUNICIPAL SERVICES

1. Name the current service purveyors in the proposed area.

Water City Police Kalama and County Sheriff
Sewer City School Kalama School District
Fire Cowlitz 5 Library Kalama Library

2. What service changes will occur if the proposal is approved?

Kalama Police will have jurisdiction over entire park area where they often respond current as the closet officer available

3. What effect will your jurisdiction's ordinances, governmental codes, regulations and resolutions have on existing uses in the proposed area?

City Codes and regulations of the City will be applicable to the property in the area

4. What are the prospects of governmental services from other sources?

Kalama is the closest entity to provide services other than the County and currently provides most services.

5. What are the probable future needs for services and controls in the area?

6. What is the probable effect of the proposal on the cost and adequacy of services and controls in the proposed area? City of Kalama currently provides water services in the area and police already respond to the area in support of the County, so the annexation will allow them to have actual jurisdiction in the area.

in the adjacent area? same as above

7. What is the effect of the proposal on the finances, debt structure, contractual obligations and rights of all affected governmental units?

The City will experience very little effects upon annexation of property as it is within the current service area and provides services already.

LOCAL GOVERNMENT

1. What is the effect of the proposal on adjacent areas, on mutual economic and social interests and on the local governmental structure of the county?

None, as use will remain the same with the recreational activities still available to all.

OBJECTIVES OF THE BOUNDARY REVIEW BOARD

Describe how this proposal meets the objectives of RCW 36.93.180. Give your reasons for each of the objectives chosen.

1. Preservation of natural neighborhoods and communities.

The will be no changes to the current uses

2. Use of physical boundaries, including but not limited to bodies of water, highways and land contours.

No change

3. Creation and preservation of logical service areas.

The area is already served in part by the City Police and receives services from the City as well as being in the City's adopted Urban Growth Boundary.

4. Prevention of abnormally irregular boundaries.

This places all of the Park area within one jurisdictions boundary versus the current split between the County and City.

5. Discouragement of multiple incorporations of small cities and encouragement of incorporation of cities in excess of ten thousand population in heavily populated urban areas. N/A

6. Dissolution of inactive special purpose districts. N/A

7. Adjustment (correction) of impractical boundaries.

N/A

8. Incorporation as cities or towns or annexation to cities and towns of unincorporated areas which are urban in character. Industrial and recreational areas are urban uses

9. Protection of agricultural lands.

N/A

I certify that the above is true and accurate and that I am an official or employee of the governmental jurisdiction seeking boundary change action or the proponent for the incorporation or formation.

Coni McMaster Date 8-7-15
Signature

Name of Person Completing this Notice Coni McMaster, Clerk/Treasurer

Title _____ Telephone 360-673-4561

Mailing Address PO Box 1007, Kalama, WA 98625

Names and addresses of other persons or agencies who should receive correspondence from the Board in regard to this Notice:

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

NOTINTEN.DM9
December 15, 1994



Minister & Glaeser Surveying, Inc.

Phone: 360-694-3313 Fax: 360-694-8410

May 4, 2015

EXHIBIT "A"

ANNEXATION TO THE CITY OF KALAMA:

A portion of the Jacob Ahles Donation Land Claim and the John Davenport Donation Land Claim and a portion of Government Lot 1, located in a portion of Section 17 and Section 18, Township 6 North, Range 1 West, Willamette Meridian, Cowlitz County, Washington, described as follows;

BEGINNING at the intersection of the South line of said Section 17 and the Westerly right-of-way line (50 feet Westerly of centerline when measured at right angles) of the Northern Pacific Railway (formerly P & P. S. Railroad Company);

Thence North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 155.89 feet, more or less to the Meander Corner on the government meander line for the Columbia River, said Meander Corner being at the Southeast corner of Kalama Tideland Tract 9 (1922 Tideland Map);

Thence continuing North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 77.39 feet, more or less to the Inner Harbor Line as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156, Cowlitz County survey records;

Thence North $27^{\circ}55'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tract 9 (1922 Tideland Map), for a distance of 394.06 feet, more or less, to an angle point therein per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North $08^{\circ}10'08''$ West, continuing along said Inner Harbor Line and the West line of Tideland Tracts 9-10 (1922 Tideland Map), for a distance of 1086.26 feet, more or less, to the Southwest corner of Tideland Tract 11 (1922 Tideland Map) per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North 18°17'24" West, leaving said inner harbor line (1922 Tideland Map) as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156 and proceeding along the Relocated Inner Harbor Line as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73, for a distance of 2123.77 feet to an angle point in said Relocated Inner Harbor Line;

North 71°00'00" East, continuing along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 26.61 feet, more or less, to the Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76)

Thence along said Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76) of the bank of the Columbia River (*the City of Kalama jurisdiction in this area will extend to piers, docks, warehouses, wharves and structures that originate on land inside the boundaries of the city and extend beyond the boundaries over the Columbia River*), the following courses:

Thence North 18°37'40" West, for a distance of 1365.26 feet more or less;

Thence North 68°32'21" East, for a distance of 98.22 feet, more or less;

Thence North 74°46'19" East, for a distance of 51.22 feet, more or less;

Thence South 28°58'17" East, for a distance of 44.20 feet, more or less;

Thence South 70°23'11" East, for a distance of 50.03 feet, more or less;

Thence South 15°44'14" East, for a distance of 45.77 feet, more or less;

Thence South 15°23'49" West, for a distance of 45.92 feet, more or less;

Thence South 19°39'45" East, for a distance of 1193.35 feet, more or less;

Thence South 41°00'45" East, for a distance of 15.62 feet, more or less, to said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73);

Thence North 71°00'00" East, along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 157.40 feet, more or less, to said Inner Harbor Line and the West line of Tideland Tract14 (1922 Tideland Map);

Thence North $08^{\circ}10'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tracts 14 and 15 (1922 Tideland Map), for a distance of 685.28 feet, more or less, to the Northwest corner of said Tideland Tract 15 (1922 Tideland Map);

Thence North $74^{\circ}15'19''$ East, along the North line of Kalama Tideland Tract 15 (1922 Tideland Map), for a distance of 121.55 feet, more or less, to the West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof;

Thence South $15^{\circ}41'35''$ East, along said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof, for a distance of 619.26 feet, more or less, to the beginning of a 5266.71 foot radius tangent curve;

Thence continuing along said West right-of-way line along the arc of a 5266.71 foot radius tangent curve to the right, the long chord of which bears South $11^{\circ}32'52''$ East, for a chord distance of 761.43 feet, through a central angle of $08^{\circ}17'27''$, for an arc distance of 762.09 feet, more or less;

Thence continuing along said West right-of-way line South $07^{\circ}24'08''$ East, for a distance of 51.00 feet, more or less, to the Westerly extension of the radial line to Engineers PC Station 1242+92.39 of the L-line of State Route 5 as shown on WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence North $81^{\circ}49'36''$ East, along said radial line and its Westerly extension, for a distance of 388.64 feet, more or less, to the Easterly right-of-way line (135 feet Easterly of centerline) of State Route 5 Engineers PC Station 1242+92.39 of the L-line (WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 294.08 feet, more or less, to the intersection with the South line of Government Lot 1;

Thence continuing South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 196.88 feet, more or less, to State Route 5 Engineers Station 1238+01.44 of the L-line (135 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965, and also State Route 5 Engineers Station 1237+32.58 of the LR-line (112 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3707.72 foot radius tangent curve to the left, the long chord of which bears South $10^{\circ}49'44''$ East, for a chord distance of 343.55 feet, through a central angle of $05^{\circ}18'39''$, for an arc distance of 343.67 feet, more or less, to State Route 5 Engineers Station 1233+78.52 of the LR-line (112 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965;

Thence continuing along said Easterly right-of-way line South $27^{\circ}23'30''$ East, for a distance of 78.13 feet, more or less, to State Route 5 Engineers Station 1233+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $10^{\circ}16'08''$ East, for a distance of 194.72 feet, more or less, to State Route 5 Engineers Station 1231+00 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3709.72 foot radius tangent curve to the left, the long chord of which bears South $23^{\circ}57'22''$ East, for a chord distance of 813.39 feet, through a central angle of $12^{\circ}35'17''$, for an arc distance of 815.03 feet, more or less, to State Route 5 Engineers Station 1222+60.80 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $37^{\circ}20'24''$ East, for a distance of 162.04 feet, more or less, to State Route 5 Engineers Station 1221+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $45^{\circ}40'20''$ East, for a distance of 752.08 feet, more or less, to State Route 5 Engineers Station 1213+75 of the LR-line (330 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $54^{\circ}38'11''$ East, for a distance of 411.73 feet, more or less, to State Route 5 Engineers Station 1210+00 of the LR-line (500 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $35^{\circ}03'49''$ East, for a distance of 310.83 feet, more or less, to the intersection with the South line of said Section 17 to State Route 5 Engineers Station 1206+90.26 of the LR-line (526.08 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence leaving said Easterly right-of-way line and proceeding North 88°47'30" West along the South line of said Section 17, for a distance of 616.73 feet, more or less, to State Route 5 Engineers Station 1210+12.12 of the LR-line (on centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing North 88°47'30" West along the South line of said Section 17, for a distance of 921.01 feet, more or less, to the intersection said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof and the **POINT OF BEGINNING**.

EXCEPTING THEREFROM, any portion that tract of land conveyed to the State of Washington for a sewage Treatment Plant Site by deed recorded under Auditor's File No. 648838, Cowlitz County Deed Records.

EXCEPTING THEREFROM, any portion that tract of land conveyed to the City of Kalama, a Washington Municipal Corporation by deed recorded under Auditor's File No. 3214088 Cowlitz County Deed Records.

EXCEPTING THEREFROM, any property heretofore annexed in the City of Kalama city limits.

Containing 66.57 Acres, more or less.

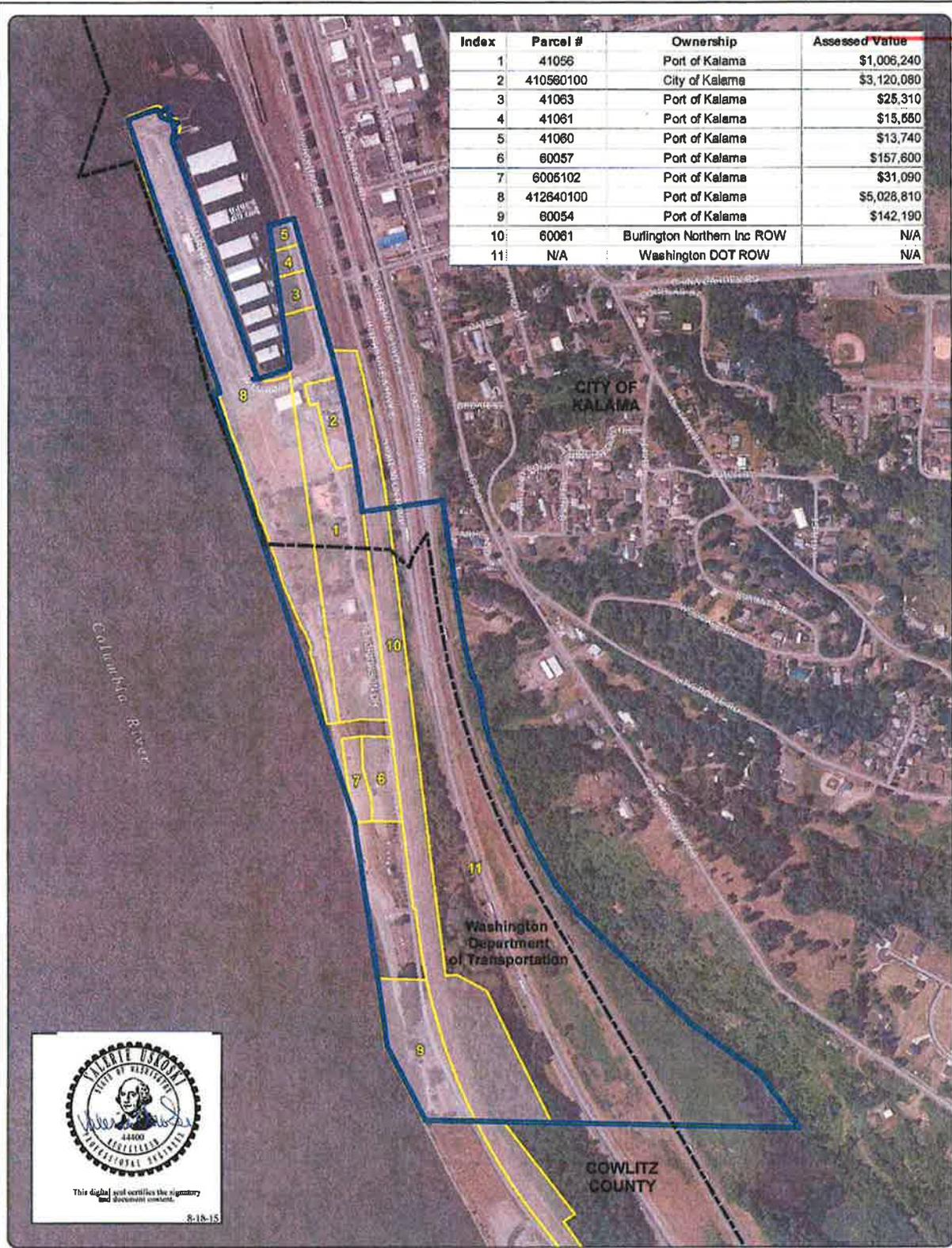
Together with and subject to easements, reservations, covenants and restrictions apparent or of record.

Basis of Bearings – NAD 83/91, Washington State Plane Coordinate System, South Zone, U.S. Survey Feet.

Note: This legal description was created exclusively for the purpose of the City of Kalama annexation and is not intended to be used for any transfer of title or conveyance of real property.



Index	Parcel #	Ownership	Assessed Value
1	41056	Port of Kalama	\$1,006,240
2	410560100	City of Kalama	\$3,120,080
3	41063	Port of Kalama	\$25,310
4	41081	Port of Kalama	\$15,660
5	41080	Port of Kalama	\$13,740
6	60057	Port of Kalama	\$157,600
7	6006102	Port of Kalama	\$31,090
8	412640100	Port of Kalama	\$5,028,810
9	60054	Port of Kalama	\$142,190
10	60061	Burlington Northern Inc ROW	N/A
11	N/A	Washington DOT ROW	N/A



Source: Aerial photograph obtained from Esri ArcGIS Online; taxlots obtained from Cowlitz County in March of 2016.

Note: Assessed Value = Assessed Improvement + Assessed Land Value.

- Legend**
- Site Parcels
 - City/County Boundary
 - Annexation Boundary (86.14 acres in area)

Marine Park Annexation Petition for Annexation

Exhibit B Final Annexation Area

Port of Kalama
Kalama, Washington



Prepared by: jphillips
 Approved by: vsmith
 Date: 8/18/15
 File: 2016-08-24-01

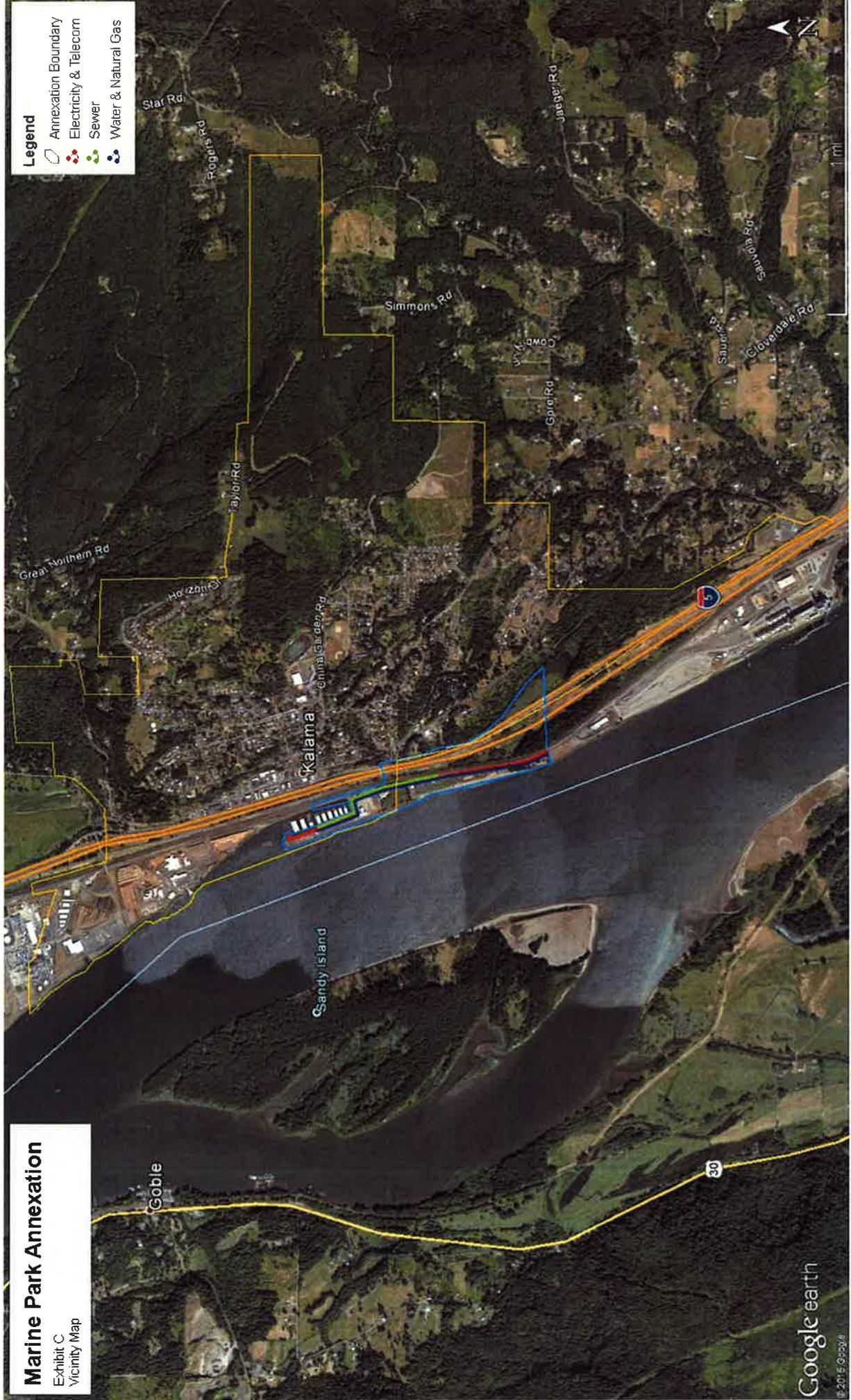
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 p. 971.544.2139 | www.maulfooster.com

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Marine Park Annexation

Exhibit C
Vicinity Map

- Legend**
- Annexation Boundary
 - Electricity & Telecom
 - Sewer
 - Water & Natural Gas





City of Kalama

Incorporated 1890

City Hall
320 N. First St.
P.O. Box 1007
Kalama, WA 98632
(360) 673-4561
cityclerk@kalama.com



EXHIBIT

2

State of Washington
County of Cowlitz

I certify that the attached are true and correct copies of the following documents:

1. Petition of Annexation for Marine Park/Ahles Point Annexation including map and property description received on May 27, 2015 - 9 pages
2. Certificate of Sufficiency from Cowlitz County Assessor issued on June 8, 2015 – 1 page
3. Affidavit of Publication issued on June 29, 2015 for the Public Hearing on July 1, 2015 on the Marine Park/Ahles Point Annexation
4. Resolution No. 623 Adopted by the Kalama City Council on July 1, 2015 – 8 pages
5. Minutes of the City Council meeting of July 1, 2015 including Public Hearing – pages

In the possession of the City of Kalama dated 8/7/2015

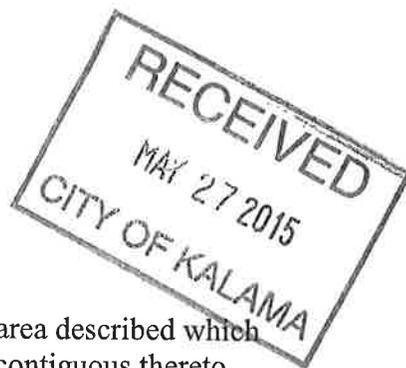

Notary Signature

Residing at Kelso, WA

Commission expires 1/1/2019



PETITION FOR ANNEXATION
TO THE CITY OF KALAMA, WASHINGTON



DECLARATION

We, the undersigned, being the owners of real property within the area described which lies outside the corporate limits of the City of Kalama, Washington but is contiguous thereto, having an assessed value in excess of 60% of the total value of the said described area according to the assessed valuation for general taxation purposes, do hereby petition the City Council of Kalama for annexation of said described area to the City of Kalama, Washington. In addition to those parcels described by the legal descriptions contained herein, the described area shall include the following rights-of-way: 1) Hendrickson Drive from the northern boundary of Tax Lot 41060 to the southern boundary of Tax Lot 60054; 2) Burlington Northern Inc. right-of-way from State Route 5 Engineers PC Station 1242+92.39 of the L-line (WSDOT plans "Town Kalama" MP 29.31 to MP 30.99 (1965)) to the southern boundary of Section 17; and 3) Interstate 5 from the State Route 5 Engineers PC Station 1242+92.39 of the L-line (WSDOT plans "Town Kalama" MP 29.31 to MP 30.99 (1965)) to the southern boundary of Section 17.

We further provide that the property within the territory to be annexed shall be assessed and taxed at the same rate and on the same basis as the property within the City of Kalama to pay for the outstanding indebtedness of the City existing at the date of annexation, and that such territory to be annexed shall be subject to the provisions of the zoning ordinances and comprehensive plan map amendment adopted by the City Council on June 5, 2013.

This petition may consist of more than one component, including attached signature pages filed independently, and each signer consents to the filing of other parts to become a portion of the same petition.

AUTHORIZATION

Name and signatures of all persons having an interest in real property in the subject area whose consent is required by virtue of such interest to authorize the filing of this petition are attached.

Exhibits:

- A- Legal descriptions of all properties in proposed annexation area
- B- Map of proposed annexation area
- C1- Map of proposed zoning districts within proposed annexation area

Name	Signature	Tax lot #/Address	Assessed Value	Date
Port of Kalama		41056	\$1,006,240	
City of Kalama		410560100	\$3,120,08	
Port of Kalama		41063	\$25,310	
Port of Kalama		41061	\$15,550	
Port of Kalama		4106	\$13,740	
Port of Kalama		60057	\$157,600	
Port of Kalama		6005102	\$31,090	
Port of Kalama		412640100	\$5,028,810	
Port of Kalama		60054	\$142,190	
Burlington Northern Inc ROW		60061	N/A	
Washington Dept. of Transportation ROW		N/A	N/A	

State of Washington)
) ss.
 County of Cowlitz)

I, Mark Wilson, certify under oath stated that I am authorized to execute deeds and other encumbrances, including this Petition, on behalf of the Port of Kalama, as the Executive Director of the Port of Kalama.

Dated: 26-May, 2015

Name: Mark Wilson

Title: Executive Director, Port of Kalama



Minister & Glaeser Surveying, Inc.

Phone: 360-694-3313 Fax: 360-694-8410

May 4, 2015

EXHIBIT "A"

ANNEXATION TO THE CITY OF KALAMA:

A portion of the Jacob Ahles Donation Land Claim and the John Davenport Donation Land Claim and a portion of Government Lot 1, located in a portion of Section 17 and Section 18, Township 6 North, Range 1 West, Willamette Meridian, Cowlitz County, Washington, described as follows;

BEGINNING at the intersection of the South line of said Section 17 and the Westerly right-of-way line (50 feet Westerly of centerline when measured at right angles) of the Northern Pacific Railway (formerly P & P. S. Railroad Company);

Thence North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 155.89 feet, more or less to the Meander Corner on the government meander line for the Columbia River, said Meander Corner being at the Southeast corner of Kalama Tideland Tract 9 (1922 Tideland Map);

Thence continuing North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 77.39 feet, more or less to the Inner Harbor Line as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156, Cowlitz County survey records;

Thence North $27^{\circ}55'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tract 9 (1922 Tideland Map), for a distance of 394.06 feet, more or less, to an angle point therein per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North $08^{\circ}10'08''$ West, continuing along said Inner Harbor Line and the West line of Tideland Tracts 9-10 (1922 Tideland Map), for a distance of 1086.26 feet, more or less, to the Southwest corner of Tideland Tract 11 (1922 Tideland Map) per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North 18°17'24" West, leaving said inner harbor line (1922 Tideland Map) as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156 and proceeding along the Relocated Inner Harbor Line as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73, for a distance of 2123.77 feet to an angle point in said Relocated Inner Harbor Line;

North 71°00'00" East, continuing along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 26.61 feet, more or less, to the Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76)

Thence along said Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76) of the bank of the Columbia River (*the City of Kalama jurisdiction in this area will extend to piers, docks, warehouses, wharves and structures that originate on land inside the boundaries of the city and extend beyond the boundaries over the Columbia River*), the following courses:

Thence North 18°37'40" West, for a distance of 1365.26 feet more or less;

Thence North 68°32'21" East, for a distance of 98.22 feet, more or less;

Thence North 74°46'19" East, for a distance of 51.22 feet, more or less;

Thence South 28°58'17" East, for a distance of 44.20 feet, more or less;

Thence South 70°23'11" East, for a distance of 50.03 feet, more or less;

Thence South 15°44'14" East, for a distance of 45.77 feet, more or less;

Thence South 15°23'49" West, for a distance of 45.92 feet, more or less;

Thence South 19°39'45" East, for a distance of 1193.35 feet, more or less;

Thence South 41°00'45" East, for a distance of 15.62 feet, more or less, to said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73);

Thence North 71°00'00" East, along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 157.40 feet, more or less, to said Inner Harbor Line and the West line of Tideland Tract 14 (1922 Tideland Map);

Thence North $08^{\circ}10'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tracts 14 and 15 (1922 Tideland Map), for a distance of 685.28 feet, more or less, to the Northwest corner of said Tideland Tract 15 (1922 Tideland Map);

Thence North $74^{\circ}15'19''$ East, along the North line of Kalama Tideland Tract 15 (1922 Tideland Map), for a distance of 121.55 feet, more or less, to the West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof;

Thence South $15^{\circ}41'35''$ East, along said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof, for a distance of 619.26 feet, more or less, to the beginning of a 5266.71 foot radius tangent curve;

Thence continuing along said West right-of-way line along the arc of a 5266.71 foot radius tangent curve to the right, the long chord of which bears South $11^{\circ}32'52''$ East, for a chord distance of 761.43 feet, through a central angle of $08^{\circ}17'27''$, for an arc distance of 762.09 feet, more or less;

Thence continuing along said West right-of-way line South $07^{\circ}24'08''$ East, for a distance of 51.00 feet, more or less, to the Westerly extension of the radial line to Engineers PC Station 1242+92.39 of the L-line of State Route 5 as shown on WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence North $81^{\circ}49'36''$ East, along said radial line and its Westerly extension, for a distance of 388.64 feet, more or less, to the Easterly right-of-way line (135 feet Easterly of centerline) of State Route 5 Engineers PC Station 1242+92.39 of the L-line (WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 294.08 feet, more or less, to the intersection with the South line of Government Lot 1;

Thence continuing South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 196.88 feet, more or less, to State Route 5 Engineers Station 1238+01.44 of the L-line (135 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965, and also State Route 5 Engineers Station 1237+32.58 of the LR-line (112 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3707.72 foot radius tangent curve to the left, the long chord of which bears South $10^{\circ}49'44''$ East, for a chord distance of 343.55 feet, through a central angle of $05^{\circ}18'39''$, for an arc distance of 343.67 feet, more or less, to State Route 5 Engineers Station 1233+78.52 of the LR-line (112 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965;

Thence continuing along said Easterly right-of-way line South $27^{\circ}23'30''$ East, for a distance of 78.13 feet, more or less, to State Route 5 Engineers Station 1233+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $10^{\circ}16'08''$ East, for a distance of 194.72 feet, more or less, to State Route 5 Engineers Station 1231+00 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3709.72 foot radius tangent curve to the left, the long chord of which bears South $23^{\circ}57'22''$ East, for a chord distance of 813.39 feet, through a central angle of $12^{\circ}35'17''$, for an arc distance of 815.03 feet, more or less, to State Route 5 Engineers Station 1222+60.80 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $37^{\circ}20'24''$ East, for a distance of 162.04 feet, more or less, to State Route 5 Engineers Station 1221+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $45^{\circ}40'20''$ East, for a distance of 752.08 feet, more or less, to State Route 5 Engineers Station 1213+75 of the LR-line (330 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $54^{\circ}38'11''$ East, for a distance of 411.73 feet, more or less, to State Route 5 Engineers Station 1210+00 of the LR-line (500 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $35^{\circ}03'49''$ East, for a distance of 310.83 feet, more or less, to the intersection with the South line of said Section 17 to State Route 5 Engineers Station 1206+90.26 of the LR-line (526.08 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence leaving said Easterly right-of-way line and proceeding North 88°47'30" West along the South line of said Section 17, for a distance of 616.73 feet, more or less, to State Route 5 Engineers Station 1210+12.12 of the LR-line (on centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing North 88°47'30" West along the South line of said Section 17, for a distance of 921.01 feet, more or less, to the intersection said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof and the **POINT OF BEGINNING**.

EXCEPTING THEREFROM, any portion that tract of land conveyed to the State of Washington for a sewage Treatment Plant Site by deed recorded under Auditor's File No. 648838, Cowlitz County Deed Records.

EXCEPTING THEREFROM, any portion that tract of land conveyed to the City of Kalama, a Washington Municipal Corporation by deed recorded under Auditor's File No. 3214088 Cowlitz County Deed Records.

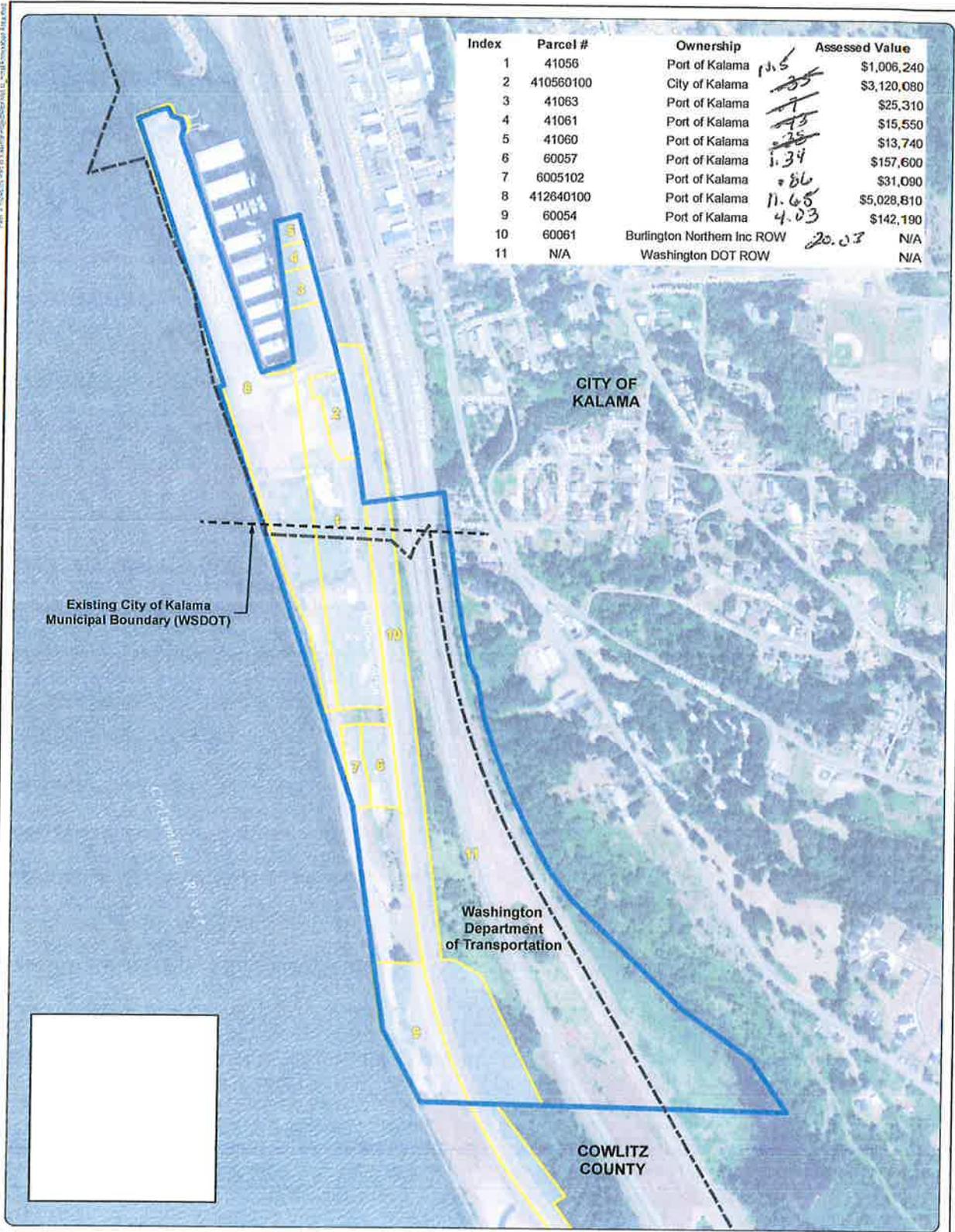
EXCEPTING THEREFROM, any property heretofore annexed in the City of Kalama city limits.

Containing 66.57 Acres, more or less.

Together with and subject to easements, reservations, covenants and restrictions apparent or of record.

Basis of Bearings – NAD 83/91, Washington State Plane Coordinate System, South Zone, U.S. Survey Feet.

Note: This legal description was created exclusively for the purpose of the City of Kalama annexation and is not intended to be used for any transfer of title or conveyance of real property.



Index	Parcel #	Ownership	Assessed Value
1	41056	Port of Kalama	\$1,006,240
2	410560100	City of Kalama	\$3,120,080
3	41063	Port of Kalama	\$25,310
4	41061	Port of Kalama	\$15,550
5	41060	Port of Kalama	\$13,740
6	60057	Port of Kalama	\$157,600
7	6005102	Port of Kalama	\$31,090
8	412640100	Port of Kalama	\$5,028,810
9	60054	Port of Kalama	\$142,190
10	60061	Burlington Northern Inc ROW	N/A
11	N/A	Washington DOT ROW	N/A

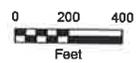
Source: Aerial photograph obtained from Esri ArcGIS Online; taxlots obtained from Cowlitz County in March of 2015.
 Note: Assessed Value = Assessed Improvement + Assessed Land Value.

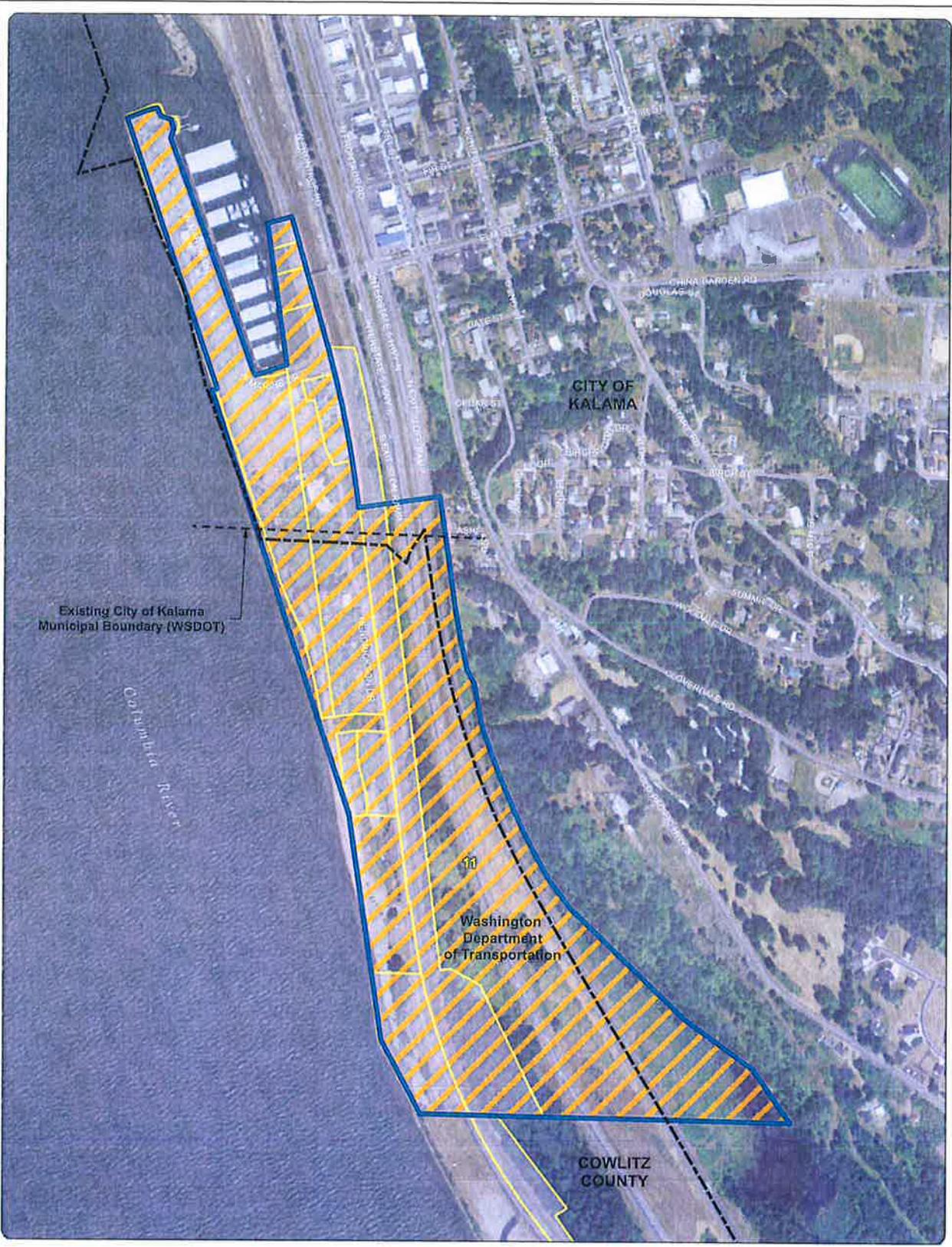
- Legend**
- Site Parcels
 - City/County Boundary
 - Annexation Boundary (66.57 acres in area)

**Marine Park Annexation
 Petition for Annexation**

**Exhibit B
 Final Annexation Area**

Port of Kalama
 Kalama, Washington





Source: Aerial photograph obtained from Esri ArcGIS Online; taxlots obtained from Cowlitz County in March of 2015.

Note: Assessed Value = Assessed Improvement + Assessed Land Value.

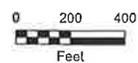
Legend

-  Annexation Boundary (66.57 acres in area)
-  Proposed Zoning (I-1 Industrial Use District with a commercial overlay per KMC Figure 17.28.020-1)
-  City/County Boundary
-  Site Parcels

**Marine Park Annexation
Petition for Annexation**

**Exhibit C1
Proposed Annexation Area Zoning**

Port of Kalama
Kalama, Washington





COWLITZ COUNTY ASSESSOR'S OFFICE

Terry McLaughlin, Assessor

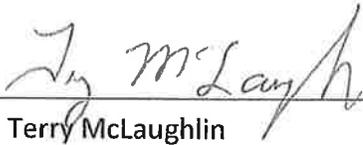
*Wesley T. Hagen, Chief Appraiser
Janeene Niemi, Administrative Assistant*

COWLITZ COUNTY ASSESSOR CERTIFICATE OF SUFFICIENCY

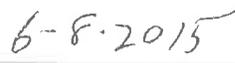
RCW 35A.01.040 & RCW 35A.14.120

I, Terry McLaughlin, Cowlitz County Assessor, pursuant to RCW 35A.01.040(9), do hereby certify that I have received the **Marine Park Annexation** petition filed with the **City of Kalama**. I further certify that said petition contains valid signatures of property owners of at least sixty percent (60%) in value according to the assessed valuation for general taxation of the property for which annexation is petitioned as required by RCW 35A.14.120.

Terminal Date: **June 8, 2015**



Terry McLaughlin
Cowlitz County Assessor



Date

**Kalama City Council
Public Hearing
Marine Park/Ahles Point Annexation
July 1, 2015 @ 7pm**
The City of Kalama has received a completed petition for annexation from the Port of Kalama for the area of Marine Park south to Ahles Point and set a public hearing for July 1, 2015 to take comments on the annexation. The hearing will be held at the Kalama City Hall at 7 pm. All residents are encouraged to attend.
Publish: June 24, 2015

AFFIDAVIT OF PUBLICATION

IN THE MATTER NOTICE OF PUBLICATION

Ad Number 525533

KALAMA CITY COUNCIL PUBLIC HEARING

CITY OF KALAMA

STATE OF WASHINGTON
COUNTY OF COWLITZ

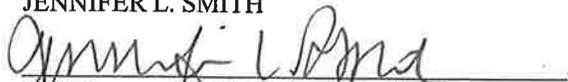
MELANIE CRISMAN being duly sworn says that she is the CHIEF CLERK of THE DAILY NEWS. And that THE DAILY NEWS, published in Cowlitz County, has been approved as a Legal newspaper by order of the Superior court of the State of Washington of Cowlitz County, and that the Annexed printed copy is a true copy of the notice in the above entitled matter as it was printed in the regular entire issue of said paper and online at www.tdn.com, for a period of 1 insertion commencing on June 24, 2015 and ending on June 24, 2015, and that said newspaper was regularly distributed to its subscribers during all of said period, and that said notice was published in said paper and not in a supplement form. That the full amount of the fee charged for said forgoing publication is the sum of \$70.00 and \$3.50 line for the first insertion and \$3.00 per line for each subsequent insertion. There is also an additional charge of \$10.00 for every additional affidavit copy over two copies.

MELANIE CRISMAN



Subscribed and sworn to before me this
29th of June, 2015

JENNIFER L. SMITH



Notary Public for the State of Washington
Residing in Cowlitz County

Notary Public
State of Washington
JENNIFER L SMITH
MY COMMISSION EXPIRES
APRIL 13, 2018

RESOLUTION NO. 623

A RESOLUTION relating to a pending annexation as identified as the Marine Park/Ahles Point Annexation and accepting the Petition to Annex of the owners of certain property described herein, and conditionally approving the same subject upon Boundary Review Board approval.

WHEREAS, on the 20th day of May, 2015 the City Council of Kalama held an open meeting during which it was determined the City would accept the intent to annex the 66.57 acres from the Port of Kalama and would require the assumption by the newly annexing area of the existing outstanding indebtedness of the City of Kalama;

WHEREAS, at that meeting the City Council determined that said newly annexing territory would be zoned I-1 Industrial Use District, with a commercial overlay under Kalama Municipal Code 17.28.020.1 upon its annexation into the City;

WHEREAS, pursuant to RCW Chapter 35A.14, the applicants for annexation have submitted to the City a petition to annex signed by owners of 60 percent or more of the assessed valuation of the following parcels:

Tax Parcel	Approx. Acreage	Owner
41056*	10.50	Port of Kalama
410560100*	.35	City of Kalama
41063*	.70	Port of Kalama
41061*	.43	Port of Kalama
41060*	.38	Port of Kalama
60057	1.34	Port of Kalama
6005102	.86	Port of Kalama
412640100*	11.65	Port of Kalama
60054	4.03	Port of Kalama
60061	20.03	Burlington Northern Inc ROW N/A
	16.30	Washington DOT ROW N/A

*All or a Portion of this Parcel may already be inside City Limits – included to confirm boundary lines

(SEE ATTACHED EXHIBITS "A" & "B" FOR FULL LEGAL DESCRIPTION & MAP)

WHEREAS, the submitted Petition has been certified sufficient by the Cowlitz County Assessor's Office;

WHEREAS, the City Council held a public hearing on the Petition on July 1, 2015 to take testimony and consider the annexation;

AND IF FURTHER being determined that the Marine Park/Ahles Point annexation must be referred to the Boundary Review Board of Cowlitz County, for review;

NOW THEREFORE, the City Council of the City of Kalama do resolve as follows:

This matter shall be submitted to the Cowlitz County Boundary Review Board for consideration and thereafter and upon such action, to be returned to the City of Kalama for final action to accept the annexation as presented in the Petition for annexation.

PASSED, by the City Council of the City of Kalama on the 1st day of July, 2015.

ATTEST:


Clerk-Treasurer


Mayor

EXHIBIT A – Legal Description



Minister & Glaeser Surveying, Inc.

Phone: 360-694-3313 Fax: 360-694-8410

May 4, 2015

EXHIBIT "A"

ANNEXATION TO THE CITY OF KALAMA:

A portion of the Jacob Ahles Donation Land Claim and the John Davenport Donation Land Claim and a portion of Government Lot 1, located in a portion of Section 17 and Section 18, Township 6 North, Range 1 West, Willamette Meridian, Cowlitz County, Washington, described as follows;

BEGINNING at the intersection of the South line of said Section 17 and the Westerly right-of-way line (50 feet Westerly of centerline when measured at right angles) of the Northern Pacific Railway (formerly P & P. S. Railroad Company);

Thence North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 155.89 feet, more or less to the Meander Corner on the government meander line for the Columbia River, said Meander Corner being at the Southeast corner of Kalama Tideland Tract 9 (1922 Tideland Map);

Thence continuing North $88^{\circ}47'30''$ West, along the South line of said Section 17, for a distance of 77.39 feet, more or less to the Inner Harbor Line as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156, Cowlitz County survey records;

Thence North $27^{\circ}55'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tract 9 (1922 Tideland Map), for a distance of 394.06 feet, more or less, to an angle point therein per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North $08^{\circ}10'08''$ West, continuing along said Inner Harbor Line and the West line of Tideland Tracts 9-10 (1922 Tideland Map), for a distance of 1086.26 feet, more or less, to the Southwest corner of Tideland Tract 11 (1922 Tideland Map) per Record of Survey recorded in Volume 22, Pages 147-156;

Thence North 18°17'24" West, leaving said inner harbor line (1922 Tideland Map) as shown on Davis Consulting Group Record of Survey recorded in Volume 22, Pages 147-156 and proceeding along the Relocated Inner Harbor Line as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73, for a distance of 2123.77 feet to an angle point in said Relocated Inner Harbor Line;

North 71°00'00" East, continuing along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 26.61 feet, more or less, to the Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76)

Thence along said Line of Ordinary High Water (12.0' Columbia River Datum per USACE 2014 Report for River Mile 75-76) of the bank of the Columbia River (*the City of Kalama jurisdiction in this area will extend to piers, docks, warehouses, wharves and structures that originate on land inside the boundaries of the city and extend beyond the boundaries over the Columbia River*), the following courses:

Thence North 18°37'40" West, for a distance of 1365.26 feet more or less;

Thence North 68°32'21" East, for a distance of 98.22 feet, more or less;

Thence North 74°46'19" East, for a distance of 51.22 feet, more or less;

Thence South 28°58'17" East, for a distance of 44.20 feet, more or less;

Thence South 70°23'11" East, for a distance of 50.03 feet, more or less;

Thence South 15°44'14" East, for a distance of 45.77 feet, more or less;

Thence South 15°23'49" West, for a distance of 45.92 feet, more or less;

Thence South 19°39'45" East, for a distance of 1193.35 feet, more or less;

Thence South 41°00'45" East, for a distance of 15.62 feet, more or less, to said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73);

Thence North 71°00'00" East, along said Relocated Inner Harbor Line (as shown on Minister-Glaeser Surveying Record of Survey recorded in Volume 30, Page 73), for a distance of 157.40 feet, more or less, to said Inner Harbor Line and the West line of Tideland Tract14 (1922 Tideland Map);

Thence North $08^{\circ}10'08''$ West, along said Inner Harbor Line and the West line of Kalama Tideland Tracts 14 and 15 (1922 Tideland Map), for a distance of 685.28 feet, more or less, to the Northwest corner of said Tideland Tract 15 (1922 Tideland Map);

Thence North $74^{\circ}15'19''$ East, along the North line of Kalama Tideland Tract 15 (1922 Tideland Map), for a distance of 121.55 feet, more or less, to the West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof;

Thence South $15^{\circ}41'35''$ East, along said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof, for a distance of 619.26 feet, more or less, to the beginning of a 5266.71 foot radius tangent curve;

Thence continuing along said West right-of-way line along the arc of a 5266.71 foot radius tangent curve to the right, the long chord of which bears South $11^{\circ}32'52''$ East, for a chord distance of 761.43 feet, through a central angle of $08^{\circ}17'27''$, for an arc distance of 762.09 feet, more or less;

Thence continuing along said West right-of-way line South $07^{\circ}24'08''$ East, for a distance of 51.00 feet, more or less, to the Westerly extension of the radial line to Engineers PC Station 1242+92.39 of the L-line of State Route 5 as shown on WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence North $81^{\circ}49'36''$ East, along said radial line and its Westerly extension, for a distance of 388.64 feet, more or less, to the Easterly right-of-way line (135 feet Easterly of centerline) of State Route 5 Engineers PC Station 1242+92.39 of the L-line (WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99 (1965);

Thence South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 294.08 feet, more or less, to the intersection with the South line of Government Lot 1;

Thence continuing South $08^{\circ}10'24''$ East, along said Easterly right-of-way line, for a distance of 196.88 feet, more or less, to State Route 5 Engineers Station 1238+01.44 of the L-line (135 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965, and also State Route 5 Engineers Station 1237+32.58 of the LR-line (112 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3707.72 foot radius tangent curve to the left, the long chord of which bears South $10^{\circ}49'44''$ East, for a chord distance of 343.55 feet, through a central angle of $05^{\circ}18'39''$, for an arc distance of 343.67 feet, more or less, to State Route 5 Engineers Station 1233+78.52 of the LR-line (112 feet Easterly of centerline), WSDOT plans "Town of Kalama" MP 29.31 to MP 30.99, 1965;

Thence continuing along said Easterly right-of-way line South $27^{\circ}23'30''$ East, for a distance of 78.13 feet, more or less, to State Route 5 Engineers Station 1233+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $10^{\circ}16'08''$ East, for a distance of 194.72 feet, more or less, to State Route 5 Engineers Station 1231+00 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line, along the arc of a 3709.72 foot radius tangent curve to the left, the long chord of which bears South $23^{\circ}57'22''$ East, for a chord distance of 813.39 feet, through a central angle of $12^{\circ}35'17''$, for an arc distance of 815.03 feet, more or less, to State Route 5 Engineers Station 1222+60.80 of the LR-line (110 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $37^{\circ}20'24''$ East, for a distance of 162.04 feet, more or less, to State Route 5 Engineers Station 1221+00 of the LR-line (130 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $45^{\circ}40'20''$ East, for a distance of 752.08 feet, more or less, to State Route 5 Engineers Station 1213+75 of the LR-line (330 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $54^{\circ}38'11''$ East, for a distance of 411.73 feet, more or less, to State Route 5 Engineers Station 1210+00 of the LR-line (500 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing along said Easterly right-of-way line South $35^{\circ}03'49''$ East, for a distance of 310.83 feet, more or less, to the intersection with the South line of said Section 17 to State Route 5 Engineers Station 1206+90.26 of the LR-line (526.08 feet Easterly of centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence leaving said Easterly right-of-way line and proceeding North 88°47'30" West along the South line of said Section 17, for a distance of 616.73 feet, more or less, to State Route 5 Engineers Station 1210+12.12 of the LR-line (on centerline), WSDOT plans "Woodland to Kalama" MP 22.01 to MP 29.31, 1967;

Thence continuing North 88°47'30" West along the South line of said Section 17, for a distance of 921.01 feet, more or less, to the intersection said West right-of-way line of Burlington Northern Inc. (formerly P & P.S. Railroad Company), located 50 feet westerly (when measured at right angles) to the centerline thereof and the **POINT OF BEGINNING**.

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EXCEPTING THEREFROM, any portion that tract of land conveyed to the City of Kalama, a Washington Municipal Corporation by deed recorded under Auditor's File No. 3214088 Cowlitz County Deed Records.

EXCEPTING THEREFROM, any property heretofore annexed in the City of Kalama city limits.

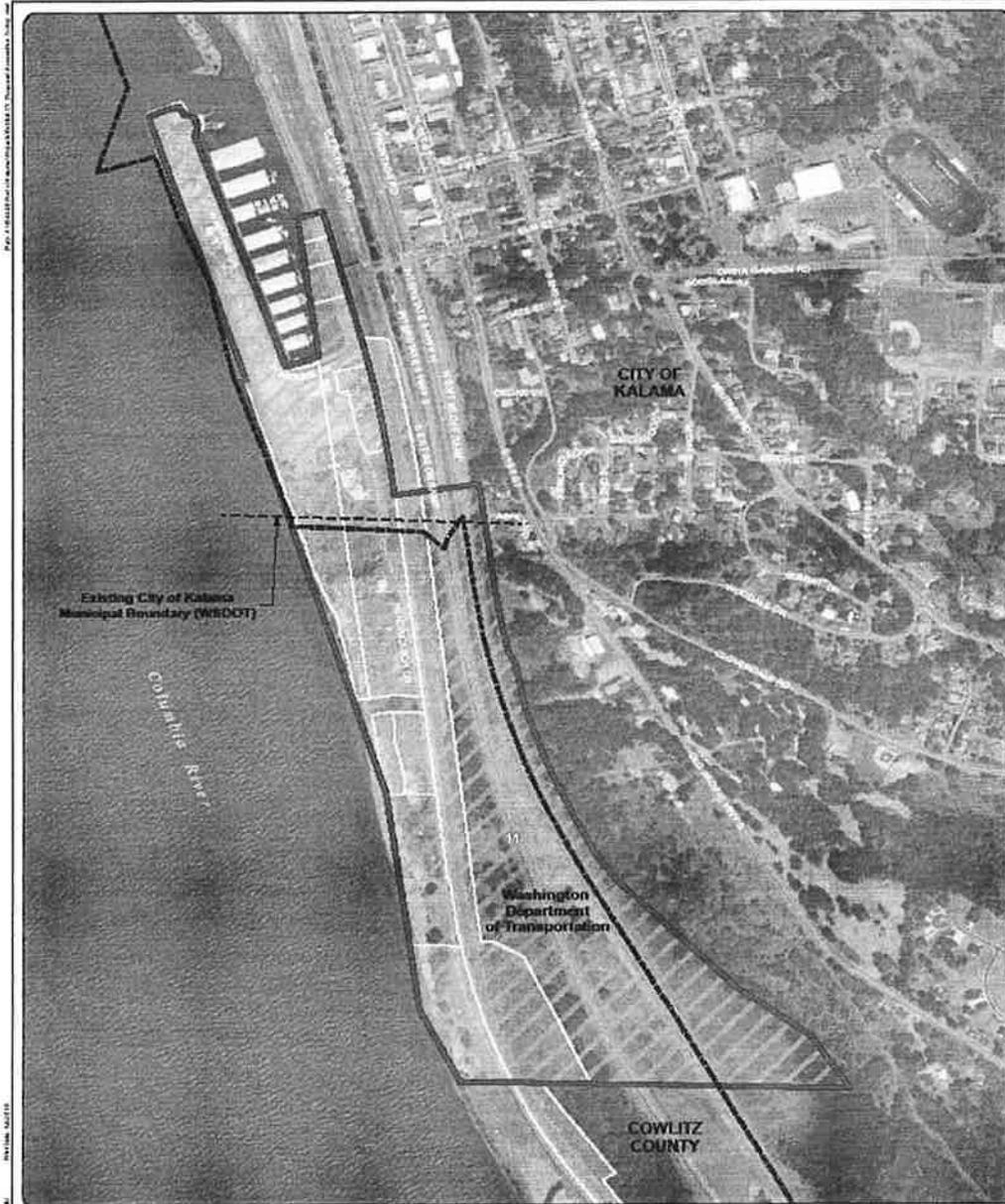
Containing 66.57 Acres, more or less.

Together with and subject to easements, reservations, covenants and restrictions apparent or of record.

Basis of Bearings – NAD 83/91, Washington State Plane Coordinate System, South Zone, U.S. Survey Feet.

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Exhibit B – Map

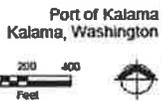


Source: Aerial photograph obtained from Esri ArcGIS Online; Labels obtained from Cowlitz County in March of 2016.
 Note: Assessed Value = Assessed Improvement + Assessed Land Value.

- Legend**
- Annexation Boundary (68.57 acres in area)
 - Proposed Zoning (I-1 Industrial Use District with a commercial overlay per KMC Figures 17.28.020-1)
 - City/County Boundary
 - Site Parcels

**Marine Park Annexation
 Petition for Annexation**

**Exhibit C1
 Proposed Annexation Area Zoning**



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**CITY OF KALAMA
CITY COUNCIL MEETING
JULY 1 2015**

1. OPENING

Mayor Pete Poulsen opened the City Council meeting at 7:00 p.m. Mayor Poulsen led those present in the Pledge of Allegiance.

Councilmembers present were Dominic Ciancibelli, Mike Dennis Langham, Don Purvis, and Mary Putka. Councilmember Mike Truesdell was absent. City staff present were City Administrator Adam Smee, Superintendent of Public Works Kelly Rasmussen, Clerk/Treasurer Coni McMaster, and Police Chief Randy Gibson. City Planner Matt Buchanan was present. City Attorney Paul Brachvogel was absent but would attend executive session by telephone. Members of the public present are listed on the sign-in sheet.

2. EXECUTIVE SESSION - None

3. CHANGES TO THE AGENDA - None

4. PRESENTATIONS & AWARDS - None

5. PUBLIC HEARINGS

A. Marine Park/Ahles Point Petition to Annex from the Port of Kalama

Mayor Poulsen opened the hearing at 7:02 pm. Clerk/Treasurer Coni McMaster explained the Council approved the intent to annex received from the Port of Kalama for the property a month or so ago. The Port has now submitted the petition which has been certified by the County Assessor as sufficient. The next step is for the Council to issue tentative approval and forward the request to the Cowlitz County Boundary Review Board for review. Upon approval of the BRB, the Council will then adopt the final ordinance. There were not comments from the public. City Planner Matt Buchanan noted the property is already included in the current Urban Growth area of the City. The hearing closed at 7:05 pm. A resolution is on the agenda later in the meeting.

B. Urban Growth Boundary Update – Recommendations from Planning Commission

Mayor Poulsen opened the hearing at 7:06 pm. City Planner Matt Buchanan explained the City had established a Urban Growth policy three years ago which is designed to direct urban development, minimize infrastructure costs, support urban infill and prevent sprawl as the City grows. The plan states it will be reviewed every three years so in conjunction with the Comp Plan update the policy and boundaries have been reviewed. As the City is not under the growth management act, the Policy is not a binding policy, but it is a good policy to have in place. The proposed change in boundaries does not mean the City will expand into these areas, but would provide the opportunity for someone to apply for annexation if they wanted to. The full analysis is in the staff report and is based on

projections for population growth, existing zoning, environmental constraints, vacancy rates and needs for the future. The City has no vacancy in the current industrial zone and a lot of vacancy in the single-family residential zone but not much for multi-family. Included in the analysis is some population projections but these are difficult to predict as they are affected by many factors throughout the region. Population does need to be considered in the process. There has been slower growing after 2010 than back in the 1990's. Also considered are environmental issues such as geological hazardous areas and shorelines which can be addressed under critical areas when needed. Planner Buchanan continued that he presented options to the Planning Commission from minor, to moderate and then a major expansion. The Commission decided to recommend the moderate option which is for more industrial and commercial areas to the south and north as there are currently a lot of vacant residential areas. He again stated that is not saying the city will expand but allows for the opportunity in the future. The boundaries are drawn using parcel lines and rounded out what already exists to avoid odd boundaries.

Mr. Mark Wilson, Executive Director of the Port of Kalama addressed the options explaining that back in 2001 a group including the City and Port looked at the issues and decided to strike a balance leaving the north port area west of I5 out of the boundary and including the east port area that was recently annexed in order to address the tax base of both the County and City. The Port's perspective of how they have looked at the future growth of the Port and keep the balance of the County and City is that they will probably not annex the industrial park areas on the northwest side of I5. Mr. Wilson stated they are currently working with NW Innovations for permitting process of the proposed methanol plant which is very difficult and lengthy and haven't had the opportunity to see if this change would have any effects on these processes. He suggested that Council consider not taking any action at this time or to select a different option such as C.

Cowlitz County Commissioner Mike Karnofski stated he concurs with the Port's statement as they have had long term discussion with the Port and the developers in this area. The Urban Growth boundary is not required in Cowlitz County. He does understand the needs for industrial and commercial growth.

Al Wright, a technical advisor for NW Innovations on the methanol plant, stated that the process has been on-going for a year and a half to get the permits that are required for the project from federal, state, and local agencies. They hope to have the permits in hand by this time next year and need to be sure they have satisfied all the requirements. This change causes concerns that the process could be delayed or changes would have to be incorporated in the environmental statements necessary for the permit process. He would also request that the City not act on the UGB expansion of option B. He believes this may cause a process change and while they don't have a pro or con opinion on the action it can create a level of uncertainty for the process and the investors in their project. Mr. Wright noted they were not aware of the proposed changes until this morning. It was noted that each option presented includes the prior one so that option C includes all the options and is not just residential. Mr. Wright asked "What is long term intent of the action?" Does including this area in the UGB signal the City intends to take future actions. Mayor Poulsen noted that he does not see anything taking place in near future. The City doesn't want to create an uncertain environment that could affect the permit process. His understanding of the proposal is that this is what our growth pattern might be for the future. The urban growth

boundary is not required so it is basically a policy and not a mandate. Since we are not under Growth Management the City could technically annex from outside the boundary if they wanted and were approached for annexation. This is a policy document and the proposed boundaries are the area the Planning Commission feels would be appropriate to have in the City limits at some point in the future. This is based on the feedback for needs for commercial and industrial to help sustain the City. Since the City uses the petition method of annexation the property owner is always in driver seat to decide if they want to change jurisdiction, not the City. The boundaries are also based on the City's ability to extend urban services and option B is appropriate for the city and future infrastructure. The requests were again for the City to put the decision off for a while. City Administrator Adam Smee explained that review of the policy is every 3 years and this is being completed as part of the comp plan update. Seeing what the City has and where it might want to go for a boundary was a step in the process so the Commission can look at what the needs would be in these areas. There are concerns with taking no action and tabling the decision indefinitely. The decision is needed whether it is to modify or not modify the boundary in order to continue the process of updating the comp plan. Mr. Wright noted that their sole issue is that the change could create a feeling of uncertainty and cause problems with investors in their project so they are asking the City to delay or reevaluate for at least a year. That is when they believe they will have financing and permits secured and will be able to move into the development stage. They would like to see no changes until after that.

It was asked what the City has for costs into the comp plan update and what a delay would cost. The costs are for planning services and time. If no action is taken it would leave the comp plan in limbo. It would be possible to table a decision for a few weeks, but would like a decision to be made to include with comp plan which is scheduled to be completed by the end of the year. It was again stated that this is a policy not a binding document which will always be modifiable in the future. Mayor Poulsen suggested that the City step back and have the Port and NW Innovations meet with the Planning Commission to address concerns directly. The City needs to complete the comp plan update does not want to disturb the process. If the Port and the developers want to provide information for the Commission to consider that might influence them to reconsider their decision the Council can hold off making a final decision. He stated he doesn't believe that this action would do any harm to what is happening out there, but believes the City is willing to listen to concerns. The next Commission meeting is 6pm on July 9th and the public is welcome to attend. It was noted that the Commission did not think there would be any impact as this is a policy line on the map. Mark Wilson clarified his earlier statement that now that he understands all the presented options, he would not want the City to adopt option C. Also that under the policy the City does require a property owner to agree to annexation for water service. The issue would be tabled to allow for more communication between the Commission and the Port and developers. The hearing was closed at 7:44 pm.

6. PUBLIC COMMENTS/CONCERNS - None

7. UNFINISHED BUSINESS

A. Visual Preference Survey – City Planner Matt Buchanan

City Planner Matt Buchanan noted that as part of the comp plan project he has drafted

the visual preference survey which questions how Kalama should look in the future. It will go out over next couple months and be available on line. It is 26 images and the taker indicates which they prefer. The survey was developed in conjunction with Planning Commission's comp plan committee. The photos are an effort to capture differing concepts of small town, suburbs, business districts, etc. Some are more rural in nature. The survey includes the ability to post comments. Councilmember Mary Putka asked if well known business names influence the responses and if they should be used. Planner Buchanan replied they could, but it can also be useful. While one name may be used, it could be to represent having a franchise or changes in old town areas. It is designed to provoke a response. Councilmember Dominic Ciancibelli noted that a previous study showed dislike of franchises in the downtown area and the Planning Commission at that time based design standards on that and other information. There are some limitations on what can be pulled up for photos to be used in the survey. The hope is to get community feedback on how to develop design standards in the mixed use, small lot and commercial areas. The Planning Commission has some worry as to whether they are in touch with the citizens and want to be on track to what the community wants. They need feedback to help with the decision making process. It was noted that the City has no industrial areas to expand, but also has little or no multifamily and they need to address those needs. If we have standards already in place it is easier for a future developer to apply the standards and make application. The belief is that the City needs a healthy balance of single family residential, multi-family, commercial and industrial to keep viable for the future. If the City never changes, then we may not stay viable.

Mayor Poulsen stated the missing piece is the how to implement once something is put in place. This has been addressed many times in the past and there doesn't seem to be any buy in from the existing property or business owners in the commercial district. How do we achieve the goals if you can't get property owners to buy into the ideas? There was a discussion of providing incentives and what incentives might be available. County Commissioner Karnofski suggested they talk with Alice Dietz formerly with the Cowlitz EDC, who worked with Longview where there are some incentives available. City Administrator Adam Smeed stated he sees this as two phases; once we have a plan to present, we talk about implementation and incentives. It will be most productive to allow for various plans to be considered and provided for more feedback. He noted that Kelso got a grant for planning and Kalama may be eligible for grants as well. Mr. Jim Bain of 308 N. Second Street provided two examples of property owners that voluntarily made changes to building plans which were the Post Office and old Victorian building with the flower shop in it. These may be exceptions and not the rule. There is an array of responsible and irresponsible owners. It was suggested that perhaps a local non-profit could offer some kind of help for making improvements to the buildings downtown. Improvements would make the properties more profitable. The survey will provide some information to as to how to move forward. Planner Buchanan noted that included in the comp plan will be ideas and plans for how to implement so there will be research done to develop implementation strategies for the plan.

B. Engineering Selection – Meeker Drive Slide Area

C. Engineering Selection – Downtown Street Overlay

Superintendent of Public Works Kelly Rasmussen informed the Council the City has as part of the compliance requirements for the STP funding for these two projects, been going

through a selection process for the engineering services. The City received 16 different responses from the request for qualifications. He and Adam narrowed that down to four per project. Today, he, Adam and Councilmember Dominic Ciancibelli conducted telephone interviews with those selected for each project. They ranked the candidates and Gray & Osborne Inc came in as number one for both for both projects. Staff is recommending the Council accept the ranking as listed:

Meeker Drive Slide Area

1. Gray & Osborne
2. GRI
3. AKS
4. CTS

Downtown Street Overlay

1. Gray & Osborne
2. Hopper Dennis Jellison (HDJ)
3. Wallis Engineering
4. CTS

Staff will start with the first and negotiate costs for awarding the projects. Councilmember Dominic Ciancibelli made a motion the council accept the recommendations and ranking of the engineering applicants for the two projects. Councilmember Mike Langham seconded, and the motion carried.

NEW BUSINESS

A. Bicycle – Skateboard Helmets

Police Chief Randy Gibson noted that the issue of bicycle helmets came before the City Council back in 2005 and he is readdressing the issue due to three injuries that have occurred in the last two and a half weeks. In one a 12 year old took a header on the sidewalk in front of the Police Station resulting in a lower lip injury, lost teeth and a long gash on his head and the second was a two bike crash that sent one child to the hospital with a concussion. The City doesn't have an ordinance requiring helmets. As a public safety the City has other measures in place, but not in this instance. Kalama has street conditions in many locations that are less than ideal for bicycles and skateboards, plus the fact that Kalama is on the side of a mountain. Requiring helmets for children under age 18 may be beneficial to liability exposure, The absence of such an ordinance could reflect back negatively on the City under a liability claim. Mayor Poulsen noted that anytime we implement s new regulation, enforcement is the big issue. He asked, what would the fines or penalties be? The draft from 2005 has a warning for the first offense, and then \$25 for the second and then \$50 for the third. Chief Gibson explained that he believes this kind of enforcement is best handled by working with parents and would probably get cooperation the majority of the time. There was discussion that often it is an economic issue. Fire District #5 Chief Victor Leatzow addressed the Council noting the Fire District had brought the request before the Council back in 2005. They do provide free bike helmets and at the Kress Lake

Safety Day in May they gave our 110 helmets and ran out. They usually have a healthy stock, therefore helmets can be had at no cost for anyone. Chief Gibson noted that at Walmart, helmets range from \$14 to \$25, so are not outrageous in costs. The biggest issue is making the public aware of all the programs they offer such as this one and are getting the word out more including on social media. through facebook. The department will also refit helmets for growth. The regulation is really needed for kids, as adults can make their own decision. He noted that some jurisdictions do a program of recognition rather than penalties. The thought is that like seat belts, once it is known that it is required by law, people will follow the rule. Chief Leatzow informed the Council that a member of his staff is going back to a conference and will be able to get information to bring back wording for ordinance, from a national level and maybe how to address this with a softer approach. He asked if the Council could hold action until after that. Chief Gibson was on not proposing passage tonight and was only seeking verbal approval to work collaboratively with the Fire Dept. and others to craft an ordinance for future consideration. It Council indicated that it would be fine to craft a new ordinance. He did provide a list of cities that require helmets for both children or adults. for all ages. The Council was receptive to adopting an ordinance in the future.

9. ORDINANCES & RESOLUTIONS

A. Ordinance 1360 – KMC Amendment – Parks Rules

Ordinance No. 1360 was read by Title: An Ordinance of the City of Kalama, Washington amending the Kalama Municipal Code Chapter 9.30 Park Code of Conduct to clarify applicable parks rules. Councilmember Don Purvis made a motion the Council adopt Ordinance No. 1360 as read. Councilmember Mike Langham seconded, and the motion carried

B. Resolution 623 - Accept Marine Park/Ahles Point Annexation

Resolution No. 623 was read by Title: A Resolution relating to a pending annexation as identified as the Marine Park/Ahles Point Annexation and accepting the Petition to Annex of the owners of certain property described herein, and conditionally approving the same subject upon Boundary Review Board approval. Councilmember Dominic Ciancibelli made a motion the Council adopt Resolution No. 623 as read. Councilmember Mary Putka seconded and the motion carried.

C Resolution 624– Update to Urban Growth Boundary - Tabled

Resolution No. 624 was tabled at this time.

10. CORRESPONDENCE - None

11. MAYOR'S REPORT & COUNCILMEMBERS' REPORTS

A. Mayor Pete Poulsen reported the 125th celebration is just 9 days away. There have been lots of people working on it and they are constantly looking for volunteers to help

with the mobilization. The plan is to close street at 5 on Friday night for the street dance and it will remain closed until 11am the next day to accommodate the big breakfast on Saturday morning and the Kalama River Run which will start downtown. The street will be closed between Elm to Fir Street. Most of the businesses have back street parking. The beer garden will be in the vacant lot at the bottom of Fir Street. Mayor Poulsen acknowledged that Public Works doesn't like the idea of shutting down the street for this long period of time, but it is the plan. The tables and chairs will be moving to school on Saturday after the breakfast and then on Sunday to the Park. Shirts and hats are on sale now at City Hall. At the Sunday picnic there will be food and kid's games including sack and 3 legged races. There is a tug of war and we need teams to sign up. The High School leadership class has been a big help with lots of energy having planned the 50s dance, the geocaching activity, the treasurer hunt and the kids games. The Tall Ships will be here and Mayor Poulsen asked the Council to attend the greeting party on Friday at 8am at the Marina. Invitations have been sent out to many that participated in the strawberry festival of the 1940's and family members. There will be presentations from the Ezra Meeker foundation, the Kalama Telephone Company as well as a history pageant on Saturday. A temporary museum at old Police building will be open for the weekend. This will be the first of several upcoming events including the Kalama Fair and grand opening of the Port of Kalama's Haydu Park, and the Kalama Music Festival with headliner JP Soars. A cigar box guitar has been donated by JP Soars to raffle off with the proceeds for the food bank.

B. Councilmember Mike Truesdell was absent.

C. Councilmember Dominic Ciancibelli reported he spent Tuesday reviewing the engineering proposals and today spent 3 hours on the interviews to rank the proposals.

D. Councilmember Mike Langham no report as the COG meeting was cancelled..

E. Councilmember Donald Purvis noted that with the dry weather, fire safety and stay hydrated is important.

F. Councilmember Mary Putka had no report.

12. DEPARTMENT REPORTS

A. City Administrator Adam Smeed informed the Council the Master plan application from the Port of Kalama is complete for processing. The City will likely meet with the applicants as they move forward to next step in continuing the process. He added the he, Kelly and Coni were involved in a lengthy phone review on the rate study. There is still some work to do on the numbers but it is encouraging to see progress.

B. Superintendent of Public Works Kelly Rasmussen reported his crew has been very busy. They are producing a lot of water during the hot weather and also Haydu Park has been doing a lot of irrigation. Operating with two filters and the plant is working flawlessly. They found a leak at the top of Todd Rodd by fire station where a pipe split which they sealed and got back on line. There was also a small leak on Gore Road. The crew has been dealing with two broken impellers at the Lift station at Meeker where a substitute pump has

been operating. The first replacement impellers were the wrong ones and the second set had one break during installation and the third one was found to have hairline fractures, so they are working with the company. Kelly is hoping to get it operating tomorrow and get the pumps sent back. The crew is working with Kalama Telephone on Vincent Road to replace a water line as part of the plan to get fire flow out to Todd Road. Working with the Telephone Company shares costs while the ditch is open. He has applied for the utility easements at BNSF and is working with the Port also. The paint sprayer is up and running so they will be striping next week so downtown will be looking good for the celebration.

C. Police Chief Randy Gibson presented his statistical report for 104 calls which is a high number of calls. He has no special concerns with the items noting that the one deceased individual appeared to be by natural causes. Councilmember Don Purvis asked if there were any recommendations for the elderly to stay hydrated during heat wave. There was a truck accident outside City where diesel was spilled near Steelscape causing a road closure. There was some discussion of the park rules for the July 4th fireworks that go one happens down at the river. There will be 3 officers will be as well as the Chief on duty for this event. Mayor Poulsen stated he wants the public to understand that there are no changes to the rules from the past. The State law does not allow drinking in the park and our forces will enforce the rules just like always. There are rumors running wild, but there are no changes in how the rules are enforced and the Police will not become Gestapo like. Chief Gibson explained that they started last year to educate the citizenry and will only make arrests or write tickets if someone is just completely uncooperative which would be the case in any jurisdiction and under all conditions. It is an effort to maintain a family friendly atmosphere where in previous years the large fireworks and lots of alcohol made it less so. He is addressing public safety issues that originate from this event which include drinking and driving.

D. Clerk/Treasurer Coni McMaster provided the finance report for June, noting that she has not looked at it in detail yet. She will be bringing a mid-year budget amendment to the Council at the next meeting which will include supplemental funding for the community building which is down to less than \$200. There will also be a need for a new filing system at the new building which she will present to Council in the near future. She has been finishing up the work she has been doing with the Housing Authority and hopes to get those issues resolved.

E. City Attorney Paul Brachvogel absent

13. CONSENT AGENDA

Councilmember Mary Putka made a motion the City Council approve the Consent Agenda including:

1. *Claims and Payroll Warrants 34848 through 34915 and all electronic ACH transactions totaling \$154,016.55*
2. Minutes of the June 17, 2015 City Council Meeting
3. Set a Public Hearing for the Extension of Eagle Cliff Estates Plat Approval for July 15th at 7pm.

Councilmember Don Purvis seconded, and the motion carried:

14. EXECUTIVE SESSION / Closed Session. At 9:27 pm Mayor Poulsen announced an executive/closed session to discuss contract negotiation after which the Council will reconvene to vote on the proposal. The session should last 20minutes. At 9:47, the Council took an additional 10 minutes and resumed the meeting at 9:58 pm. Councilmember Don Purvis made a motion the City Council approve the tentative agreement with the Kalama Police Guild and authorize the Mayor to sign it. Councilmember Mike Langham seconded and the motion carried.

15. ADJOURNMENT

Mayor Poulsen adjourned the meeting at 10:01 p.m. These minutes are not verbatim. A copy of the recording for this meeting is available for review upon request.



Pete Poulsen - Mayor



Coni McMaster - Clerk/Treasurer

Name	Address	City	State	Zip	Parcel Number or area
BNSF	810 3rd Ave. Ste 437	Seattle	WA	98106	North-East-South
WA Dept. of Transportation	PO Box 4730	Olympia	WA	98504-7300	East - I5 ROW
Port of Kalama	110 W. Marine Dr	Kalama	WA	98625	North-South
City of Kalama	PO Box 1007	Kalama	WA	98625	410560100
Zilke Wilfred	8518 NW 19th Ave	Vancouver	WA	98665	4108201
Edward Hendrickson Trust	PO Box 6	Kalama	WA	98625	41092
James Toteff	PO Box 418	Kalama	WA	98625	411460100
Robert Laymon	11530 School Land RD SW	Rochester	WA	98579-9629	RO41438
Chemtrade Inc	155 Gordon Baker Rd Ste 300	Toronto	ON	M2H 3N5	6005308

Cowlitz County MetMaps
 Printed: Friday, August 14, 2008 12:37:48 PM
 Source: C:\Program Files\Cowlitz County MetMaps\MapServer\styles\cowlitz_metmaps.css
 Map: C:\Program Files\Cowlitz County MetMaps\MapServer\styles\cowlitz_metmaps.css
 Layer: C:\Program Files\Cowlitz County MetMaps\MapServer\styles\cowlitz_metmaps.css

Marine Park/Ahles Point

Abutting Properties





Cowlitz County NetMaps
Public Friday, August 14, 2015 09:22 AM

Marine Park/Ahles Point

On any day, you can view the net maps for the County. The net maps are a visual representation of the County's property information. The net maps are a visual representation of the County's property information. The net maps are a visual representation of the County's property information.

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