City of Kalama
2021 Shorelines Analysis Addendum

Prepared by Ecological Land Services and TRJ Planning Inc.

Purpose of report and background

This addendum is intended to update and supplement the Shorelines Analysis Report, Shorelines in Cowlitz County and the Cities of Castle Rock, Kalama, Kelso and Woodland prepared by The Watershed Company and Parametrix in May of 2014. This addendum only addresses changes and additional information for the shorelines within the City of Kalama and is intended to supplement the information in that report.

City of Kalama, General Setting

The City of Kalama is located in southern Cowlitz County on the Columbia River, just upstream (southeast) of the confluence with the Kalama River. The City lies between river mile 72 and 76 of the Columbia River.

Some notes on the previous data used for characterization

- Shorelines analysis report used Kalama 2007 zoning, 2005 comp plan which included only planning within city limits, no UGA planning, no discussion of the mixed use zoning designation
- Public access areas are listed as 2009 data, supplemented with Cowlitz County data
- Flood data and channel migration data is FEMA Q3 1996 and Draft FFIRM mapping from 2010 from the COG
- Wetlands are based on US F&W inventory, 2012 (based on 1979 delineation) and NRCS Hydric soils mapping from 1989
- Surface water is based on USGS Hydrography Data 2011
- Shoreline modifications are presented from WA DNR Shorezone data from 2007, interpretation of aerial photography, shoreline stabilization is a data gap at the county scale and is interpreted from aerial photos and reported as a percentage of each segment.
- Updated FEMA FIRM 2015 which does not appear to have been used in the previous work.

Ecological Characterization

Critical Areas

Approximately 36 percent of the shoreline jurisdiction in the City of Kalama Assessment Unit is mapped as wetland area by the National Wetlands Inventory. Levees along the Columbia and the lower Kalama River in the City and its UGA occur on nearly 28 percent of the shoreline length in the assessment unit. Outside of these leveed sections, approximately 62 percent of the shoreline area is within the mapped floodplain. The shoreline provides habitat for bald eagle, osprey, Canada geese, and cavity-nesting
ducks, large and small mammals including beaver, as well as aquatic shoreline habitat for the entire suite of salmonids and priority fish species using the Columbia River and lower Kalama River shorelines.

Reach Scale Functions

The shoreline along the Columbia River in the City of Kalama and its UGA is lined with levees or other shoreline armoring largely supporting port and industrial uses. A large wetland is located adjacent to industrial properties in Reach 27, and although separated from the River by a levee, the property is within the mapped floodplain of the Columbia River, providing some hydrologic functions. This wetland area provides some of the only shoreline vegetation and undisturbed functioning habitat within the City's UGA on the Columbia River (Table 5-31). Other vegetation on the Columbia River is limited to a few mowed grass areas and patches of cottonwood trees and shrubs in Reaches 29 and 30. Over- and in-water structures occur throughout the Columbia River reaches, associated with industrial properties. The marina basin provides refuge from high flows, but instream habitat is lacking in complexity and shallow water habitat, and overwater structures provide potential habitat for predators on juvenile salmonids and other small fish.

Kalama River

Kalama Reach 04 is largely perpendicular to the river and consists of a narrow wetland situated between 1-5 and the railway. Because of its location, the wetland provides water quality functions. Kalama Reaches 05 and 06 are well vegetated and include a sandbar. Kalama Reach 08 on the right bank includes a variety of land uses including a campground resort, single-family homes, small scale agriculture and a wetland complex and pond between the houses near the riverbank and Kalama River Road. Kalama Reach 11 contains a mixed of undeveloped shoreline and a public recreation and sports park (Haydu Park) managed by the Port of Kalama. The majority of the shoreline areas on Kress Lake (Reach 29) are well vegetated, with the exception of a lake access parking area and Port-owned land prepared for future development near the southwest corner of the Lake.

Restoration Opportunities

Areas with potential restoration opportunities in the City of Kalama lie mainly around Kress Lake and along the Kalama River. Some portion of the land around Kress Lake, which is primarily forested, is under a mitigation agreement with the State of Washington. The land along the north and south banks of the Kalama River, west of 1-5 and the BNSF Railroad also presents a potential mitigation opportunity. Both projects are proposed as mitigation, meaning that they would be restored to compensate for an action that negatively affects ecological functions. As such, mitigation projects are not truly restoration projects, and the projects may or may not result in a net gain in ecological functions. Other restoration opportunities along the Kalama River and Kress Lake include planting of native vegetation, removal or suppression of invasive plant species, and removal of unnecessary human-built structures. Addition of large wood for fish habitat is also a potential restoration action in appropriate locations along the riverbank. On the Columbia River, Corps-sponsored beach nourishment projects in front of the Marine Park of the Port of Kalama return sediment to the riverbank and improve shallow water conditions for juvenile fish outmigration. Future opportunities for beach nourishment on the Columbia River will be available as long as river channel dredging maintenance programs continue.

5.9.2 Land Use Characterization
Future Land Use (Assessment Unit Analysis)

Over the past ten years, the area of vacant lands in the City of Kalama UGA has only decreased slightly, by 1.4 percent from 2011 to 2021. The area of single-family residential use has remained largely unchanged. Agricultural uses, once present in the assessment unit have either been lost or redeveloped for commercial and industrial uses. The data shows a shift of approximately 70 acres from agricultural to industrial and commercial uses.

Potential Use Conflicts

The existing Port office and small conference center, hotel/restaurant, park and recreation facilities and marina, are not a conflicting use with an anticipated tour boat cruise dock and related amenities. These activities do not conflict with future industrial uses given the configuration of surrounding Port uses. The residential area south of the Port of Kalama is reasonably well buffered from port uses by distance but experiences some conflicts when access across the rail corridor is blocked by train movement.

Transportation and Utilities

The BNSF Railroad runs parallel to the Columbia River and the shoreline reaches along the Columbia within the City of Kalama. Shoreline jurisdiction includes portions of the railroad within Columbia 29 and is very near the railroad in Kalama 04.1-5 is near to reach Columbia 2 and Kalama 04 as well and crossing the Kalama River at the edges of reaches Kalama 05 and Kalama 08.

Existing and Potential Public Access

Public access is described for each reach in the City of Kalama and its unincorporated UGA. Potential public access opportunities include the Port of Kalama’s plans to develop a tour boat cruise dock in Columbia 29, Haydu park along the Kalama River, and additional public access opportunities from the existing restaurant and hotel.

Reach Scale Analysis of Current Land Use, Water-dependent and Water-related uses, Permitted Actions Yet Unbuilt, and Future Land Use

The City of Kalama has shoreline jurisdiction along the Columbia River, the Kalama River, and Kress Lake. The reaches include low-density residential, industrial, commercial, and recreational areas. The following descriptions for each reach will summarize existing, permitted, and planned land uses and details regarding shoreline treatments and features. All updates to the Comprehensive Plan occurred in 2015-2016.

Columbia River

Columbia 30 - City/ UGB

Current Land Use: The south half of this reach is occupied by industrial land uses with a dock associated with large grain silos near the shore and the Port of Kalama wastewater treatment plant. The north portion is within the city of Kalama and that portion of the reach includes the southern portion of a park with a beach area and beach access below an armored slope supporting the upper portion of the park. Shoreline vegetated area depths range from 35.8 feet to 278.9 feet, including the park, with an average depth of 113.4 feet. The average condition score of the vegetated area, as estimated from aerial photos,
is 1.1. The shoreline is armored within portions of this reach. The docks constitute overwater structures. The City of Kalama future land use designation within this reach is industrial.

**Water-dependent Uses and Water-related Uses:** This reach contains water-dependent uses associated with the Port of Kalama including the marine shipping terminals for Cenex/United Harvest. The Port of Kalama also owns the property to the north occupied by Marine Park with access to the water, and thus includes a water-enjoyment use. The outfall to the river for the City of Kalama wastewater treatment plant is another a water-related use due to the need for proximity to river for discharge of treated wastewater. Permitted in 2015 and constructed was the Central Port sewer lift station and force main extension to Ahles Point (Port infrastructure). A beach nourishment project also occurred on the shoreline in front of Marine Park between Ahles Point and the Grand Harbor Lodge.

**Future Land Use:** It is anticipated that this area will remain in industrial use as part of the Port of Kalama.

**Additional permitting and changes to land use:**
- Comp Plan 2005-2025 (update 2015/16)
- Beach Nourishment Project Ahles Point to Grand Harbor Lodge.
- Central Port Lift Station and Force Main Extension to Ahles Point (Port Infrastructure) permitted in 2015

---

**Columbia 29 - City**

**Current Land Use:** Land use consists of a Port Administration Building and Small Conference Center, a recreational marina (Kalama Marina) with partially covered boat docks and a boat launch. A hotel/restaurant (Grand Harbor Lodge) was permitted in 2017 and consequently built. Also added was parking areas and landscaping, Marine Park improvements including bathrooms, picnic structures and amphitheater. Also added was Ahles Point pub and additional parking, along with a shoreline trail connecting all these existing and newer amenities. Permitted in 2015 and constructed was the Central Port sewer lift station and force main extension to Ahles Point (Port infrastructure). A beach nourishment project also occurred in the shoreline in front of Marine Park between Ahles Point and the Grand Harbor Lodge. The former Port office at the marina is currently used for private commercial office space. Adjacent upland uses include local roads, a railroad and 1-5. The shore is armored near the marina. Shoreline vegetated area depths range from 0 feet to 63.3 feet within the park, with an average depth of 20.6 feet. The average condition score of the vegetated area, as estimated from aerial photos, is 1. The marina and associated docks are overwater structures in this reach. This area is all designated with Industrial Zoning with a Commercial Industrial overlay in the City of Kalama.

**Water-dependent Uses and Water-related Uses:** The marina is a water-dependent use owned by the Port of Kalama and includes nine floating docks with covered and uncovered moorage slips for recreational boats. The beach access portion of Marine Park is a water-enjoyment use.

**Future Land Use:** The City of Kalama Comprehensive Plan shows this area as an industrial zone, which is consistent with the current zoning. The Port of Kalama has plans to develop a tour boat cruise dock and associated amenities near Marine Park north of Ahles Point. The Port of Kalama may expand or redevelop additional industrial uses in this reach in the future.
Additional permitting and changes to land use:

- Comp Plan 2005-2025 (update 2015/16)
- Permitting of new Port Admin Building/Hotel (same SMP permit)
- Permitting of Hotel City permitting for the building permit is 3/8/2017
- Central Port Parking Lot expansion and landscaping issued 9/16/11
- Renovation of the old Port office building now NWIW headquarters
- Permitting and Shoreline approval of Marina Improvements (overwater)
- Permitting and improvements of the Marina Parking Lot (upland)
- Annexed entire Rasmussen Park to Chemtrade fence line
- Permitting and construction of the Westin Amphitheater (COM BLDG-18-0001)
- Central Port Lift Station and Force Main Extension to Ahles Point (Port Infrastructure) permitted in the shoreline. Permitted 2015
- Central Port Bathroom demolition and reconstruction to serve the recreational facilities COM. BLDG-20-0002
- Beach Nourishment Project Ahles Point to Grand Harbor Lodge.
- Currently there is a 2nd Phase Marina renovation occurring to include the expansion of the guest dock.
- Ahle’s Point Pub permitted 11/13/2017
- Cruise vessel dock (in permitting)
- Maintenance dredging at the marina

Columbia 28 City

Current Land Use: Land use in Columbia 28 is all industrial with two log float areas adjacent to a large log storage and processing yard (RSG Forest Products). The property is also part of the Port of Kalama. The shoreline is armored within the entire reach. The shoreline vegetated area generally consists of small bushes and grasses that are temporarily established on riprap slopes between periods of periodic clearing to ensure stability of the armoring. The average condition score of the vegetated area, as estimated from aerial photos, is 1. There are large docks and overwater storage structures in this reach. This area is all designated with Industrial Zoning in the City of Kalama. Recent projects included demolition of BNSF railway structures, RSG Forest Products building replacement, and expansion of the Central Port Storage Facility on Wilson Drive. Permitting and construction of stormwater detention ponds in the central Port industrial area also occurred in the last 10 years.

Water-dependent Uses and Water-related Uses: Two water-dependent log float areas and at least three docks exist within the Columbia River in Columbia 28. The upland log storage area could be considered water-oriented based on the use of the Columbia River shipping facility. A T-Barge small commercial vessel dock at the north end of the marina has been completed and is now operational.

Future Land Use: The City of Kalama Comprehensive Plan shows this area as an industrial zone, which is consistent with current zoning. Although fully occupied with industrial uses at present, the Port of Kalama may expand or redevelop additional industrial uses in this reach in the future.

Additional permitting and changes to land use:

- Comp Plan 2005-2025 (update 2015/16)
• Expansion of the Central Port Storage Facility on Wilson Drive COM.BLDG-19-0008
• Permitting and Construction of the stormwater detention ponds in central port industrial area
• T-Barge small commercial vessel dock at the north end of the marina COM. BLDG-18-0010
• Demo permit issued to BNSF Railway 9/28/2011
• RSG Building replacement COM. BLDG-18-0011

_Columbia 27 - UGA_

**Current Land Use:** Columbia 27 includes a large area of forested floodplain between industrial uses that is isolated from the river by a levee constructed in the 1960s. East of the forested shore area, the Kalama Export Company industrial use has rail lines, large silos for farm products, and docks along its shoreline. The shoreline is armored within the entire reach. Shoreline vegetated areas are not present waterward of the riprap slopes that border industrial lands, except for small areas of accretion deposits which support vegetation waterward of the toe of the artificial slope. The Port of Kalama docks are overwater structures in this reach. Recent projects included the permitting of a second rail spur into Emerald Kalama Chemical in the proximity of Hendrickson-Wilson Drive and NW 3rd Street. The City of Kalama future land use designation within this reach is industrial.

**Water-dependent Uses and Water-related Uses:** The docks associated with the Port of Kalama industrial land are a water-dependent use for the export of goods.

**Future Land Use:** It is anticipated that the developable portion of this reach will remain in industrial use as part of the Port of Kalama. The Port of Kalama may expand or redevelop additional industrial uses in this reach in the future.

**Additional permitting and changes to land use:**
• Comp Plan 2005-2025 (update 2015/16)
• Wilson Drive x Columbia River x Emerald Kalama
• Permitting of second Rail spur into Emerald Kalama in the proximity of Hendrickson Wilson Drive and NW 3rd Street
• Replacement dock at Emerald Kalama
• Maintenance dredging at Emerald Kalama
• Maintenance dredging at Kalama Export

_Kalama River_

_Kalama 04 - UGA_

**Current Land Use:** This reach is a long, narrow reach of inland floodplain between 1-5 and the railroad. It is vegetated but otherwise is vacant. There are no buildings in this reach; however, 16 percent of the parcel area for this reach is impervious surface due to transportation infrastructure. The average shoreline vegetated area depth is 171.7 feet. The average condition score of the vegetated area, as estimated from aerial photos, is 5. The shoreline is not armored in this reach. There are no overwater structures in this reach. This area was annexed into the City as part of the Port’s East Port development. Permitting and construction of a mile of sewer force main from Haydu to Meeker Drive Lift Station occurred in the vicinity of this reach. Meeker Drive Sewer Lift station design, permitting and construction to provide additional
sewer capacity for the future development of East Port also occurred in the vicinity of this reach. Finally, fiber optic extension for North Port Development Hendrickson to Kalama River Road was permitted and installed in 2014. The City of Kalama has designated this reach with a Water Dependent Industrial designation for future land uses.

**Water-dependent Uses and Water-related Uses:** There are no water-oriented uses in this reach.

**Future Land Use:** No future changes in this reach are anticipated as it appears to be undevelopable land due to its configuration. This area is included in the Kalama Comprehensive Plan as future industrial property.

**Additional permitting and changes to land use:**

- Comp Plan 2005-2025 (update 2015/16)
- Annexation East Port
- Permitting and construction of mile of sewer force main from Haydu to Meeker Drive Lift Station
- Meeker Drive Lift station, design permitting and construction to provide additional sewer capacity for the future development of East Port
- Fiber extension for North Port Development Hendrickson to Kalama River Road (permitted 2014)
- Kelso/Martins bluff track improvements [https://wsdot.wa.gov/Projects/Rail/KelsoNewSiding/default.htm](https://wsdot.wa.gov/Projects/Rail/KelsoNewSiding/default.htm)

**Kalama 05 - City**

Current Land Use: This small reach is densely forested up to the shore and is otherwise vacant. It is adjacent to a local road and bridge crossing the Kalama River. The parcel configuration is unusual with a 2-acre parcel about 250 feet deep abutting the river, extending about 660 feet along the river abutted by a very steep rock escarpment. This parcel is outside of the city limits. Behind it is a parcel 24.13 acres in size, with a width of about 660 feet and a depth of about 1,300 feet. A steep escarpment rises from the river over both parcels. There are no buildings in this reach; however, 5 percent of the parcel area for this reach is impervious surface due to transportation infrastructure. The average shoreline vegetated area depth is 1,740 feet. The average condition score of the vegetated area, as estimated from aerial photos, is 5. The shoreline is not armored within this reach. There are no overwater structures in this reach. This reach is designated with Single-Family Residential Zoning in the City of Kalama. Permitting and construction of a mile of sewer force main from Haydu to Meeker Drive Lift Station occurred in proximity to this reach.

**Water-dependent Uses and Water-related Uses:** There are no water-oriented uses in this reach.

**Future Land Use:** A small part of the westerly portion of this reach is included in the Kalama Comprehensive Plan, and no significant growth or development is expected.

**Additional permitting and changes to land use:**

- Comp Plan 2005-2025 (update 2015/16)
- Permitting and construction of mile of sewer force main from Haydu to Meeker Drive Lift Station

**Kalama 06 - UGB**
**Current Land Use:** This small reach is mostly vegetated with shrubs and trees but may have some manicured lawn and private shore access for the upland residence and is heavily impacted by the current use as an RV park. Shoreline vegetated area depths range from 97.3 feet to 1,089 feet, with an average depth of 384.8 feet. The average condition score of the vegetated area, as estimated from aerial photos, is 3.7. The shoreline is not armored within this reach. There no overwater structures within this reach. The City of Kalama does not have a future land use designation within this reach. Permitting and construction of a mile of sewer force main from Haydu to Meeker Drive Lift Station occurred in this reach. There was also a fill and grade permit issued for a 1 acre floodplain fill on private land adjacent to Meeker Drive.

**Water-dependent Uses and Water-related Uses:** There are no water-oriented uses in this reach.

**Future Land Use:** If additional development were to occur in this area, it would be anticipated to be a mix of uses based on the surrounding land use.

**Additional permitting and changes to land use:**
- Comp Plan 2005-2025 (update 2015/16)
- Additional Annexations in East Port south of Kalama River Road
- Fill and Grade permit / SEPA for the Roden Property to fill 1 acre adjacent to Meeker Drive

---

**Kalama 08-11 (City)**

**Current Land Use:** Kalama 08-11 is a long reach, extending from the east side of 1-5 on the north shore of the Kalama River to approximately Kalama River Road. At the southern end near 1-5 there is recreation access to the Kalama River at Camp Kalama Resort with camping and a boat launch area. The remainder of the reach is occupied by large, low-density residences, agricultural uses, a public sports and recreation park (Haydu Park) and future proposed mixed-use development. Shoreline vegetated area depths range from 0 feet to 1,514.8 feet, with an average depth of 387.4 feet. The average condition score of the vegetated area, as estimated from aerial photos, is 2.8. The shoreline is partially armored within this reach, specifically in front of houses on a southward bend in the river on the north bank. Some armoring appears to be rock and concrete chunks, other is large wood anchored for bank protection. Some bank erosion is evident in places but is not currently significant. Other rock armoring and large wood structures occur just east of Haydu Park and was installed in the early 2000’s. This shoreline area appears stable with no evident erosion. This reach also has a potential associated wetland to the Kalama River which arcs northward just west of Haydu Park and continues westerly to artificially dug ponded area. The north side of the wetland runs parallel and adjacent to Kalama River Road. This wetland is also bordered by existing homes, driveways and landscape areas, and a portion of riparian forested area at its eastern end. A bald eagle’s nest appears to be in a black cottonwood tree in this same area. There is one recreation boat dock in this reach. The reach was annexed into the City of Kalama as part of the East Port annexation. A development agreement and subsequent amendments to that agreement between the Port of Kalama and the City of Kalama includes this area and properties south of Kalama River Road. Haydu Park, a Port of Kalama facility with public ballfields and recreational facilities was constructed where Kalama River Road turns north. The park abuts the Kalama River on two sides (east and south) and offers both formal and informal trails for river access. South of the park is a large stand of black cottonwood trees where the Port has augmented the river buffer vegetation with additional native plantings in the understory.
Master Plan approval for the Spencer Creek Business Park occurred in proximity to this reach. Permitting and construction of a mile of sewer force main from Haydu to Meeker Drive Lift Station, as well as the lift station itself, occurred in this reach. Fill, grading and preloading of 70 acres for the Spencer Creek Business Park occurred north of Kalama River Road has prepared the 70-acres for shovel-ready industrial and commercial activities. A round-a-bout has been constructed at the Kalama River Road and Old Highway 99 intersection. Stormwater facilities have also been constructed.

**Water-dependent Uses and Water-related Uses:** The boat launch for recreation access to the river is a water-dependent use.

**Future Land Use:** This area is designated for mixed use in the Kalama Comprehensive Plan and can accommodate a variety of residential, commercial, and industrial uses. There are several properties within this reach that could be used for potential development in the future. Redevelopment of the existing resort is also a possibility. Over the long term, substantial new mixed-use development is anticipated in this area.

**Additional permitting and changes to land use:**

**Kalama 08**

- Comp Plan 2005-2025 (update 2015/16)
- Annexation East Port
- Development Agreement
- Permitting and construction of Haydu Park Lift Station
- Additional Annexations in East Port south of Kalama River Road
- Amendment to the Development Agreement to include additional properties acquired by the Port in the area
- Permitting and Construction of Haydu Park 8/15/2014
- Master Plan Approval for Spencer Creek Business Park (SCBP)
- Cowlitz PUD extension to serve future development permitted 2019
- Design, permitting, construction of KRR round-a-bout and Right of way
- School District Expansion of the baseball fields at Haydu (in shoreline and CA)

**Kalama 09**

- Comp Plan 2005-2025 (update 2015/16)
- Annexation East Port
- Development Agreement
- Additional Annexations in East Port south of Kalama River Road
- Amendment to the Development Agreement to include additional properties acquired by the Port in the area
- Master Plan Approval for Spencer Creek Business Park (SCBP)
- Fill and Grade to raise 70 acres of SCBP out of the floodplain
- Preloading of the 70-acre site for SCBP
- Environmental permitting and infrastructure design SCBP to provide shovel ready sites ready for plan review/building permit
- Master Plan Approval for Spencer Creek Business Park
• Cowlitz PUD extension to serve future development permitted 2019
• Design, permitting, construction of KRR round-a-bout and Right of way
• Currently there is a natural gas pipeline to serve the SCBP being bored under BNSF and I-5 from Northport to SCBP completed in Oct.
• Currently there is a natural gas pipeline to serve the SCBP being bored under BNSF and I-5 from Northport to SCBP (may have been completed in Oct.)

Kalama 11 (I believe this reach is still partially outside city Limits, but some was annexed)

• Comp Plan 2005-2025 (update 2015/16)
• Water treatment plant updates

Kalama 29 - City

Current Land Use: Kalama 29 contains the shoreline around Kress Lake. There is vacant but planned industrial and commercial land in the southwest corner of the lake along with a parking lot for a recreation trail and water access and small boat and canoe launch. A wheelchair-accessible platform for fishing or viewing the lake is also in this area. The remainder of the shoreline is forested with a recreation trail around the perimeter of the lake. Shoreline vegetated area depths range from 75 feet to 925.3 feet, with an average depth of 500 feet. The average condition score of the vegetated area, as estimated from aerial photos, is 3.3. An Oregon white oak stand is located at the eastern end and a portion of the southern side of the lake. West of the lake is Old Highway 99 and westerly of the road, opposite from the lake is agricultural land used for cottonwood fiber production and a power line utility corridor. There is also relic borrow pits from which topsoil was dredged prior to the 1980’s. These pits have now become open water ponds. The lake shoreline is not armored within this reach. There are no overwater structures in this reach. The reach was annexed into the City of Kalama as part of the East Port annexation. A development agreement and subsequent amendments to that agreement between the Port of Kalama and the City of Kalama includes this area and properties south of Kalama River Road. Master Plan approval for the Spencer Creek Business Park occurred adjacent to this reach. Fill, grading and preloading of 70 acres for the Spencer Creek Business Park occurred north of Kalama River Road has prepared the 70-acres for shovel-ready industrial and commercial activities. A round-a-bout has been constructed at the Kalama River Road and Old Highway 99 intersection. Stormwater facilities have also been constructed.

Water-dependent Uses and Water-related Uses: Kress Lake has both water-dependent and water-related uses. The boat launch and fishing access are water-dependent, while wildlife viewing and the recreation trail are water-enjoyment uses.

Future Land Use: The area around the lake owned by the Washington Department of Fish and Wildlife is designated Recreation in the Kalama Comprehensive Plan. The parcel to the south and generally 50 to 100 feet from OHWM is designated for mixed use in the Kalama Comprehensive Plan. Substantial new mixed-use development with a variety of residential, commercial, and industrial uses is anticipated in this area.

Additional permitting and changes to land use:
• Comp Plan 2005-2025 (update 2015/16)
• Annexation East Port
• Development Agreement
• Master Plan Approval for Spencer Creek Business Park (SCBP)
• Fill and Grade to raise 70 acres of SCBP out of the floodplain
• Preloading of the 70-acre site for SCBP
• Environmental permitting and infrastructure design SCBP to provide shovel ready sites ready for plan review/building permit
• Design, permitting, construction of KRR round-a-bout and Right of way
• Currently there is a natural gas pipeline to serve the SCBP being bored under BNSF and I-5 from Northport to SCBP completed in Oct.