Grays Harbor Estuary Management Plan

Grays Harbor, Washington
January 1986

COASTAL ZONE
INFORMATION CENTER

Grays Harbor Regional Planning Commission
Gordon E. Davis AICP
Consultant to Estuary Planning Task Force

GC
97.8
.W2
G73
1986
c.2

aration of this report was financially aided through a grant from the Washington State
nt of Ecology with funds obtained from the National Oceanic and Atmospheric Administ-
d appropriated for Section 306 of the Coastal Zone Management Act of 1980.

AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

PARTICIPATING AGENCIES
ON THE
GRAYS HARBOR ESTUARY MANAGEMENT
PLANNING TASK FORCE

Grays Harbor County

City of Aberdeen

City of Cosmopolis

City of Hoquiam

City of Ocean Shores

City of Westport

Port of Grays Harbor

Washington State Department of Fisheries

Washington State Department of Game

Washington State Department of Natural Resources

U.S. Environmental Protection Agency

U.S. Fish and Wildlife Service

National Marine Fisheries Service

* * ADVISORY AGENCIES * *

U.S. Army Corps of Engineers

Washington State Department of Ecology

Grays Harbor Regional Planning Commission

TABLE OF CONTENTS PAGE

INTRODUCTION

Why the Plan? 1
The Plan Area 2
The Planning Process 2
Plan Concepts 3
Relationship to Other Plans 3
Relationship to State and Federal Permitting Processes 4
How to Use this Plan 5
Plan Review and Amendment 9

PLAN CONCEPTS AND DEFINITIONS

The Planning/Management Framework 12
Estuary Management Goal 12
Planning Areas 12
Management Units 13
Definitions 13
Management Units 13
Fills 15
Terms 15

GENERAL POLICIES

Management Categories 22
Bankline Erosion Control 24
Bankline Straightening 25
Standard Uses 26
Log Rafting 26
Mitigation 26
Disposal of Wood Waste 29
Archaeologic Sites 29
Public Access 29

PLANNING AREAS - DESCRIPTIONS AND GUIDELINES

Planning Area I 31
Planning Area II 33
Planning Area III 36
Planning Area IV 38
Planning Area V 40
Planning Area VI 43
Planning Area VII 45
Planning Area VIII 47

MANAGEMENT UNITS

Management Units 1 - 44 50-113

STANDARD USES 114

APPENDICES

A - Standard Uses
B - Areas Used for Log Rafting
C - GHEMP Planning Areas and Management Units
D - State and Federal Letters of Intent
E - Citizen Participation Procedures

INTRODUCTION

WHY THE PLAN?

Grays Harbor is one of two major estuaries on the Washington coast and is the only coastal estuary in the state with an authorized deep water navigation channel and major port. The Grays Harbor estuary provides an important transportation link to local, national and international markets and serves as a focal point for the regional economy. In addition, the estuary is a nursery ground and passage way for a vast array of living resources and an important link in the migratory patterns of many fish and wildlife species.

Each year an increasing number of demands are placed on the estuary by an expanding economic base and growing population. The ability of the estuary to accommodate these demands, remains constant or diminishes. The result is often conflict between the various groups that want to use the resources of the estuary and the agencies responsible for managing those resources.

The responsibility for making decisions about the use of the land and water resources of the Grays Harbor area falls to local, state and federal agencies. Each agency uses a plan or written guidelines to make decisions on what may or may not be done. The cities and county have comprehensive plans and Shoreline Master Programs; the Corps of Engineers, Environmental Protection Agency, State Departments of Game, Fisheries, Natural Resources, Ecology and other state and federal agencies each have their own regulations. Most agencies have prepared their plans and guidelines independently. The resulting process for making decisions is confusing, uncertain and often frustrating for the individuals involved.

In response to increasing conflicts, the Grays Harbor Regional Planning Commission formed an Estuary Planning Task Force in late 1975. In September 1976 the Task Force, through the Regional Commission and the Department of Ecology, received federal funds to prepare a Grays Harbor Estuary Management Plan. A consultant was retained to assist the Task Force in the preparation of the plan.

The Grays Harbor Estuary Management Plan does not eliminate or modify any of the laws, regulations, or policies which govern the actions and decisions of local, state, or federal agencies. The plan improves the interpretation and implementation of those laws and regulations. The plan attempts to meld the various authorities and concerns into unified estuary-wide guidelines for both protection and development of the area's

economic and natural resources. Since the plan has been prepared by participating local, state and federal agencies with recognition of legal and policy constraints on each, it helps avoid piece-meal decision making in the permit processes. Activities which are not allowed by the Plan can expect to be denied by participating agencies.

THE PLAN AREA

The area covered by the management plan includes the Grays Harbor estuary area from the end of the harbor entrance jettys, up Chehalis River to its junction with Wynoochee River, south of Montesano. The specific plan boundary is described in each management unit.

THE PLANNING PROCESS

- Preparing the Estuary Management Plan

The Estuary Management Plan was prepared over an eleven year period by the Estuary Planning Task Force. The process involved 6 steps:

Step 1 - Preparation of a technical data base and solicitation of public opinions.(1)
Step 2 - Task Force workshops leading to a first draft plan.
Step 3 - Public hearings and reviews - preparation of several revised drafts.
Step 4 - Preparation of draft federal Letters of Intent (LOI) and Program Draft Environmental Impact Statement (PDEIS/SEPA, NEPA).
Step 5 - PDEIS public hearing and comments; preparation of revisions to the plan and response to comments; preparation of Final Environmental Impact Statement.
Step 6 - Adoption of plan into local Shoreline Master Programs; amendment to state Shoreline Master Program and Coastal Management Program.

(1) Grays Harbor Estuary Management Program, Technical Memoranda, Summary of Interviews, and Annotated Bibliography; mapped information on: hydrology and floodplain, jurisdictions and boundaries, land and water transportation, land ownership, existing uses, historical features, soil and sediments, fisheries, natural resource use, major utilities, comprehensive plan designation, shoreline types, vegetation and wildlife, areas of conflicts and concern. (Available at the offices of Grays Harbor Regional Planning Commission).

PLAN CONCEPTS

There are two important concepts in the plan. First, the plan contains management goals, guidelines and policies as well as specific conditions on issues or projects within the Plan Area. The distinction between goals and conditions is important since the normal process for developing this type of plan begins and ends with goals and policies. However, because of conflicts over specific issues, developing goals and policies without understanding their effect on those issues was not possible in Grays Harbor. In many cases, resolving specific issues provided the basis for developing broader policies.

The second concept of the plan is "balance." The Estuary Management Goal states that the estuary as a whole will be managed for multiple uses. Inherent in this goal is the idea of balance - the plan specifies goals, policies and guidelines which strike a tenuous balance between appropriate development of the harbor and protection of the estuary's natural resources. The plan establishes this balance on an estuary-wide rather than piecemeal basis. Thus, some areas of the estuary are primarily devoted to the preservation of fish, wildlife and plant resources, free from the pressures of development. Still other areas are approved for certain types of development, allowing development and natural resources to co-exist in these areas.

Although the plan has been carefully balanced in this manner, this does not mean that it cannot be amended. The section entitled Plan Review and Amendment outlines specific procedures for amending the plan. The effect on the balance of the plan is an important consideration in amending the plan. Future changes, whether policy or site-specific, will be evaluated to ensure that the balance of the plan is maintained. Such changes must either be accommodated within the existing balance of the plan, or must be combined with mitigating actions to re-establish that balance.

RELATIONSHIP TO OTHER PLANS

The Estuary Management Plan was prepared under the authority of the Grays Harbor Regional Planning Commission. The Commission, however, does not have the authority to adopt or enforce the plan since it is a planning and coordinating agency. The Estuary Management Plan has been recommended by the Estuary Planning Task Force to Commission members (local cities and the county) as well as to the affected state and federal agencies.

Each city and the county have incorporated the plan into their policies, review criteria, Shoreline Master Programs and comprehensive plans as appropriate. The State Department of Ecology has incorporated the plan into the state's Shoreline Management and Coastal Zone Management program. Participating state and federal agencies have committed to use the plan in their planning and permitting processes as specified in Letters of Intent (Appendix D). In areas where management unit boundaries fall outside the jurisdiction of local Shoreline Master Programs, local comprehensive plans and zoning designations are used to implement the plan.

RELATIONSHIP TO LOCAL, STATE, AND FEDERAL PERMITTING PROCESSES

Most local, state and federal agencies issue permits or review and comment on permit requests. The Estuary Management Plan does not eliminate or modify the authority of these agencies, but does increase the predictability of these permitting processes since many of the issues that must be addressed in a specific permit have already been addressed in the plan.

Some of the most significant permits affecting the estuary and its wetland areas are under the responsibility of the Corps of Engineers. The Rivers and Harbors Act of 1899 authorizes the Corps to determine whether activities in navigable waters of the United States may be allowed (Section 10 permits). The Clean Water Act authorizes the Environmental Protection Agency through the Corps to determine whether filling of waters of the United States, including wetlands, may be allowed (Section 404 permits). Section 404 permit requests are evaluated with guidelines developed by the Environmental Protection Agency (404 Guidelines) and are subject to review and concurrence by the EPA and other federal agencies. In issuing both Sections 10 and 404 permits, the Corps must solicit comments from state and federal fish and wildlife agencies and must assure that equal consideration is given to the protection of fish and wildlife resources along with other project purposes. These latter requirements are based on 404 Guidelines, the Fish and Wildlife Coordination Act, the National Environmental Policy Act, and various state statutes.

Section 404 Guidelines, which control requests to fill in waters and wetlands, require that a permit applicant make four demonstations. These are: 1) that the activity associated with the fill is either water dependent, or has no practicable site or construction alternative, 2) that the fill does not cause a violation of applicable state or federal standards and laws relating to water quality, toxic effluents, endangered or threatened species, or officially protected areas, 3) that the fill will not result in a significant degradation to the waters of the U.S., and 4) that appropriate and practicable measures will be used to minimize the impacts of the fill.

At the broadest level, criteria 1, 2 and 3 have been evaluated in the plan on an estuary-wide basis. Alternative locations within the estuary to locate activities where fill might be required were evaluated by the Task Force leading to its ultimate decision on areas so designated (Urban Mixed/Development areas, etc.). Protected areas, endangered species and the potential for such activities to violate other state or federal standards were considered in those decisions. In some cases, more specific aspects of the criteria were considered as individual management unit decisions were made. Often special conditions have been imposed to deal with known circumstances including measures to minimize impacts of fills required under criterion #4.

Under no circumstance does the plan assume to have satisfied all levels of 404 criteria that may be necessary for any particular permit. To fully satisfy those criteria, the permit process must look at the specific characteristics of each project.

It is with the criterion of significant degradation that the plan may have its greatest value since it is here that the permit process often encounters its greatest problems. The criterion defines significant degradation in terms of significant adverse impacts on a variety of environmental factors. The plan makes determinations of the acceptability of those adverse impacts associated with its management designations and therby makes determinations on the projected degree of degradation to the waters of Grays Harbor.

Simply, the plan accepts some site-specific adverse impacts, recognizing both the overall protection afforded to the total resources of Grays Harbor by the plan and that the total adverse impacts anticipated by the plan will not significantly degrade the waters of Grays Harbor.

Several state agencies also issue or review permits within the harbor area. While on any specific project, numerous permits will be required, the authority of the state Departments of Fish, Game and Natural Resources most directly affects the use of the estuary and its land and water resources.

The Department of Natural Resources is the manager of state-owned aquatic lands. To carry out this responsibility, the department promotes the use of these lands through leases, easements and other instruments. The department also identifies and protects resources of statewide value through advance planning or mitigation (associated with a lease, easement, etc.).

In addition to their individual responsibilities for managing fish and wildlife resources, the Department of Fish and Game are jointly responsible for issuing the state's hydraulic permit. This permit is required whenever the waters of the state are utilized or diverted from their natural flow and is similar in many ways to the federal Sections 10 and 404 permits.

As with federal permits, the Estuary Management Plan does not eliminate or modify any of these or other required state permits. By incorporating the factors that state agencies use in their permit evaluations into the Estuary Management Plan, greater predictability is assured in those permit processes.

Appendix D contains Letters of Intent from each of the participating state and federal agencies stating how each will use the Estuary Management Plan in their permit processes. Local cities and the County have adopted this plan as a part of their Shoreline Master Program. A Substantial Development Permit and/or other permits will be required from the responsible local government as a means of enforcing the provisions of this plan and evaluating specific project proposals. The State Department of Ecology reviews all Substantial Development Permits to assure consistency with local Shoreline Master Programs and the Shoreline Management Act. The Department of Ecology also has final permit approval authority on conditional uses and variances.

HOW TO USE THIS PLAN

This plan does not answer all questions on what can or cannot be done with a specific piece of land. As previously described, this plan does not take away the authority of existing regulations, nor does it remove any decision-making responsibility of a local, state or federal agency. The plan is designed to provide guidance to the decision making process, it does not make decisions itself.

The issues surrounding any proposed use or activity in an estuary are complex. The decision on such a proposal is therefore rarely based on a simple "right or wrong," or "good or bad" evaluation. Because of this, it is not possible to simply go, as an example, to page 38 to find "the right answer" to the question of a specific allowed use. This plan contains several different forms of guidance which all must be considered to determine what is

"right". Both the individual property owner who is considering a specific proposal and the decision maker who is evaluating the proposal, must use all of the guidance of this plan to make their final judgement.

There is no single way to properly use this plan. However, the following steps represent a general sequence to be used to determine whether or not a specific use or activity is considered appropriate by the plan.

STEP 1

Locate the property in question on the Estuary Management Plan map (Appendix C). Two things should be noted from the map; first, the Management Unit number; second, the Planning Area number.

STEP 2

The proposed use or activity must be accurately described. To do so, several questions should be asked:

1. Which of the uses identified on the "Standard Uses" table on page 114 most accurately describe the proposal?

2. Will any of the following structures or activities be required to accomplish the proposal? If so, which ones?

   Allowable Activities

   Structures
   - Piers, docks, wharves
   - Piling and mooring dolphins
   - Bridges
   - Causeways
   - Outfalls
   - Cable/pipeline crossing
   - Boathouses
   - Breakwater

   Bankline Activities
   - Diking
   - Bulkheading
   - Groins
   - Jetty
   - Special Project Fills (see page 15)
   - Bankline Straightening (see page 25)
   - Bankline Erosion Control (see page 24)
   - Special Activities

   Channel (Navigation) Activities
   - New Access Channel
   - Maintenance of Existing Channels or Berths

3. Will any part of the proposed use or activity extend waterward of the line of Ordinary High Water?

If the answer to this question is yes, in addition to the Management Unit number identified in STEP 1, note that Management Unit 44 (dealing exclusively with the water area) will also apply to the proposal.

4. Will any part of the proposed use or activity extend into the wetlands?

NOTE: Wetlands will not be easy to identify without technical assistance. While the line of non-aquatic vegetation generally describes the landward boundary of marsh or wetland areas, the seasonal nature of these areas and the broad definition of non-aquatic vegetation types make it difficult to accurately identify the extent of these areas. The Regional Planning Commission, city, county, Department of Ecology or U.S. Corps of Engineers staff can provide assistance on this question. For state owned submerged lands, a lease or other proprietary authorization will be required from the State Department of Natural Resources.

If the answer to this question is yes, the proposal will be subject to the Corps of Engineers Section 404 permit requirements. Other permits may also be required depending on the specific type of proposal. This plan does not try to identify those additional requirements, but again, the Regional Planning Commission, city or county staff should be consulted to identify other required permits or procedures.

STEP 3

Turn to the page that covers the identified Management Unit (pages 51-113). On that page, you will find the following information:

1. Planning Area Number

This number (roman numeral) is directly under the Management Unit number. This refers to the Planning Area within which this management unit is located (occasionally a management unit is in two Planning Areas). General Guidelines for the Planning Areas can be found on pages 31-50.

2. Management Category

Management categories are defined on pages 22 and 23.

3. Boundary Description

This is a description of the boundaries of the management unit.

NOTE: The waterward boundary of a shoreline management unit is generally the line of Ordinary High Water. In some cases a different boundary is used and is so described.

4. Management Objective

This is a statement of the objectives for managing this area. This should be considered a refinement of the Management Category for this management unit.

5. Allowable Activities Table

A table that describes the allowable activities for this specific management unit (definitions of allowable and conditional are found on pages 15 and 17).

6. Standard Uses

This is only a reference to the Standard Uses Table on page 114.

7. Special Conditions

Not all management units contain this section. For those that do, this section provides further guidance than can be found in the Allowable Activities or Standard Uses tables or within other guidelines.

If it is determined that the proposal involves Management Unit 44 (STEP 2, question 3), turn also to the page corresponding to that management unit.

STEP 4

Conduct an initial evaluation of the proposal in the following sequence:

1. Turn to the Standard Uses table (page 114);

2. Find the use (barge, berthing, aquaculture, etc.) that best fits the proposal;

3. Find the column with the applicable Management Category (UR, CM, etc.) for your Management Unit;

4. Identify whether the use is (●) APPROPRIATE, (○) MAY BE APPROPRIATE, or (no symbol) GENERALLY INAPPROPRIATE.

   USE is APPROPRIATE or MAY BE APPROPRIATE

   Turn to the Management Unit page and see if the activities (piers, diking, etc.) that will be required are allowable.

   USE is GENERALLY INAPPROPRIATE:

   When the Standard Use table suggests that a specific use is generally inappropriate in a Management Category, a permit request for that use will most likely be denied by the permitting agency. In such circumstances, however, specific management unit conditions may provide additional guidance on the appropriateness of the use and its activities, or a plan amendment may be required if the use is still desired (see Plan Review and Amendment section, pages 9-11).

5. Turn to the page containing the specific Management Unit (pages 51-113) that applies to your site and look at the Allowable Activities table. Determine whether the activities (piers, piling, fills, erosion control, etc.) that you will require to accommodate your proposed use are (**A**) ALLOWED, (**C**) CONDITIONAL, **(1,3)** subject to SPECIAL CONDITIONS, or ( ) are NOT ALLOWED.

ACTIVITIES are NOT ALLOWED

The proposal does not conform to the plan (even though the use from the Standard Use table may have been considered appropriate) and a plan amendment will be required to accommodate the use if still desired (see Plan Review and Amendment section, pages 9-11).

ACTIVITIES are CONDITIONAL

The activity may be allowable depending on the specific proposal but is not assumed to be allowable. The determination of whether or not such a proposal is allowable is dependent on meeting Conditional criteria (page 17), its conformance with the Estuary Management Goal (page 12), the applicable Planning Area Guidelines (pages 31-50), the Management Unit Objective and other relevant factors.

ACTIVITIES are ALLOWABLE

The Estuary Management Plan considers such activities in designated management units as appropriate and allowable. As with any use or activity, other applicable local, state and federal regulations must also be met (see sections on Relationship to Other Plans and Relationship to State and Federal Permitting Processes, pages 3-5).

PLAN REVIEW AND AMENDMENT

The Estuary Planning Task Force, through its consensus decision-making process, will continue to play an important role in on-going estuary planning, and in plan review and amendment. This continuing role is necessary in order to maintain the balance of the plan through the consensus process. Both consensus and balance must be maintained if the plan is to serve as an effective guide to local, state, and federal decision making. A change in the balance of the plan (even through a change in a single Management Unit) could jeopardize the responsiveness of the plan to agency and citizen concerns, imparing the advance permit evaluations that are contained in the plan and undermine the commitment of Task Force members to use the plan. The review and amendment process includes the following elements:

- **Annual Review**

In February of each year following adoption of the plan, the Regional Planning Commission will convene a meeting of the Estuary Planning Task Force to conduct an Annual Review of the Estuary Management Plan. The primary purpose of this session is to review development and permit activities of the previous year and to assess the usability of the plan. The Task Force may wish to suggest amendments to various portions of the plan although it is expected that most amendments that result from the annual review will be administrative or for the purpose of clarification rather than substantive policy changes. As with all of its reviews, the Task Force will ensure that comments from the general public are solicited and reviewed in accordance with its adopted Citizen Participation Procedures (Appendix E).

- **Five Year Review**

In February of the fifth year after the adoption of the initial Management Plan, the Regional Planning Commission will convene the Estuary Planning Task Force in one or more workshops to systematically review all of the elements of the plan. On the basis of that review, both administrative and substantive changes will be recommended through the Regional Planning Commission to the respective Task Force jurisdictions, agencies, and the general public.

- **Plan Amendment**

The plan amendment process is guided by the requirements of the State's Shoreline Management Program. Initially, this plan has been adopted by each local jurisdiction as an amendment to their Shoreline Master Program. The State's Shoreline Management Program has also been amended to incorporate the amended local Shoreline Master Programs.

Although the Estuary Planning Task Force is not legally a part of this adoption/amendment process because of its advisory role, it has nonetheless, been the means to create the plan through the consensus of its members. Because of this, involving task force members in the amendment process will facilitate permits that would be the result of the amendment.

Through the annual and five year review process, the Task Force will be forwarding recommendations to local government for possible amendments to various sections of the Estuary Management Plan and their Shoreline Master Programs. Such amendments will follow the same process as was used to adopt the initial Estuary Management Plan.

It is probable that individuals, corporations or special interest groups may wish to propose amendments to local Shoreline Master Programs and thereby the Estuary Management Plan. Such amendments are only within the jurisdiction of local government. The Estuary Planning Task Force will have an interest in such amendments since they will affect other areas of the estuary. The role of the Task Force in such proposed amendments will be that of "review and comment" to the local government involved. To ensure that the Task Force or its individual members are able to provide meaningful comment on such amendments, local government should consider limiting the consideration of plan amendments to once every six months. The following general procedure will be followed.

1. When a local government receives a request for an amendment to their Shoreline Master Program affecting the estuary, that request will be immediately forwarded along with explanatory materials to the Grays Harbor Regional Planning Commission.

2. Commission staff will immediately forward the request to the members of the Estuary Planning Task Force, Citizens Estuatry Advisory Council and individuals and groups who have requested to be notified of such requests.

3. Task Force members will be polled to determine if the proposed amendment requires a special Task Force meeting.

4. If no meeting is believed necessary, individual Task Force member comments along with those of advisory council members and other interested individuals will be forwarded directly to the local government by those individuals.

5. If a meeting is believed necessary, the Task Force recommendation from that meeting will be forwarded to the local jurisdiction. Normally, such recommendations will be forwarded within 60 days from the time the Regional Planning Commission receives the request.

In conducting a review of the proposed plan amendment, the Task Force, through its consensus decision making process, will prepare its recommendation to the local jurisdiction using the following criteria. Applications for Shoreline Master Program amendments, therefore, should address these factors:

1. The conformity of the amendment with the Estuary Management Goal, applicable Planning Area Guidelines, applicable management unit objectives and other plan objectives and policies;

2. A demonstration that the activity is not already allowed elsewhere in the estuary or that other allowed locations are not suitable (land ownership is insufficient as a sole factor in determining suitability);

3. A demonstration that the amendment will not cause unacceptable adverse effects on the local and estuarine natural systems or that these effects can be mitigated.

4. An evaluation of the short and long-term, primary and secondary effects of a proposed amendment will include:

   a. changes in land use patterns,
   b. changes in energy supply and demands,
   c. increased pressures for development in floodplains, streams and natural drainage ways, wetlands or other aquatic areas,
   d. significant changes in air, noise or water quality levels, or potential violations of established standards,
   e. significant changes in surface or groundwater hydrology,
   f. pressures for encroachment on fish or wildlife habitat;

5. Additional factors include the degree to which an amendment would:

   a. set a precedent for other comparable amendments,
   b. result in or promote a significant cumulative adverse impact, and
   c. affect significant historic, archaeological, pre-historic or scientific areas or facilities.

In addition, any amendment to local Shoreline Master Programs must satisfy the requirements of the State Environmental Policy Act and the National Environmental Policy Act as appropriate. Once approved by a local jurisdiction, the amended Shoreline Master Program must be forwarded to the State Department of Ecology for approval. The Department of Ecology considers such Plan amendments to be part of its Routine Program Implementation. Such amendments are periodically assembled on a statewide basis and submitted to the Office of Ocean and Coastal Resource Management (OCRM) for review. Public comment can be submitted directly to OCRM at any time during this process.

PLAN CONCEPTS AND DEFINITIONS

THE PLANNING/MANAGEMENT FRAMEWORK

The Estuary Management Plan is organized around descending levels of policies. These different levels are necessary because broad policies applied to the entire estuary cannot provide the type of guidance to property owners or government on what uses or activities should be allowed on specific sites. Yet to develop policies only at the site-specific level fails to recognize the impact of those policies to the total estuary. The policies in the Estuary Management Plan begin with the total estuary and end with site-specific guidelines. Each level of policy and the size of the area to which those policies are applied, is more specific than the preceding level.

Estuary Management Goal

There are three policy levels in the Grays Harbor Estuary Management Plan. The first level is a single, broad policy called the Estuary Management Goal. The goal sets forth the concept of balance in the development and preservation of the estuary (see section entitled Plan Concepts). The Goal, which says that "the Grays Harbor estuary will be managed for multiple uses" is very general and cannot be used as the only basis for evaluating a specific project proposal. Instead, specific project proposals must be evaluated by looking also at the more detailed policies at the second and third levels of the planning/management framework.

Planning Areas

The second policy level of the management plan is the Planning Area. The estuary is divided into eight Planning Areas (see Estuary Management Plan Map, Appendix C), each representing a common set of natural and man-related features. The criteria that were used to establish the boundaries for the Planning Areas include:

- land ownership
- political jurisdictions
- existing uses
- areas of existing or possible conflict
- physical boundaries or features

Planning Areas provide a basis for describing how different areas of the estuary presently function and how they should function in the future. Each Planning Area is described in terms of its existing character, its major existing uses, its conflicts and assets. General guidelines are included for management of the Planning Area's natural resources and for development within the Planning Area.

Management Units

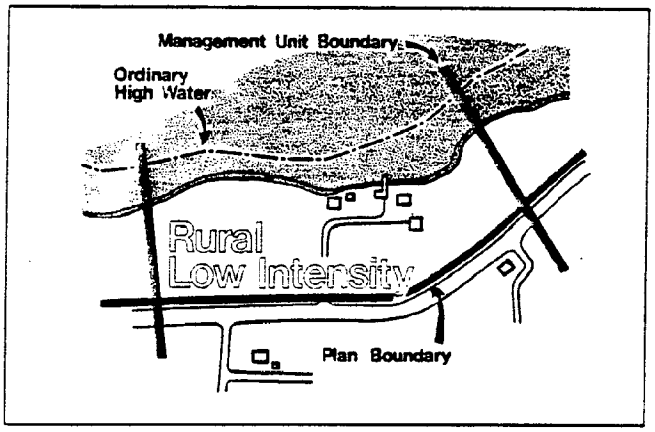
The third policy level in the management plan is the Management Unit. This is the most specific policy level and is designed to provide guidance to property owners and government in evaluating project proposals. Forty-three Management Units are contained in the Estuary Management Plan (see Plan Map, Appendix C). Each unit is given a Management Category (defined on pages 22 to 23) which carries with it a set of Standard Uses (page 114). The boundaries of each unit are described along with the Allowable Activities and a general Management Objective. Some Management Units also contain Special Conditions.

DEFINITIONS

Management Units

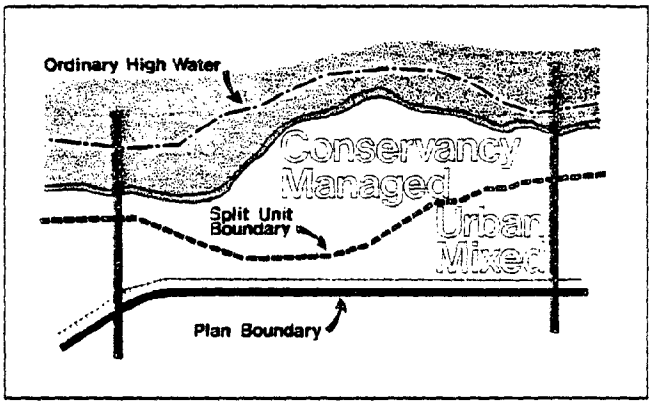
- Management Unit Boundaries

Most management units are parallel to the shoreline. They are defined on the upland side by the Plan Boundary; on the water side by the line of Ordinary High Water; and on the third and fourth sides by boundaries established whenever possible, by specific ground or property features. Unless otherwise specified, when roads and highways are used to define the Plan Boundary, the road or highway is not in the management unit. When a road or highway is used to define a Management Unit Boundary, the boundary line is the center line of the road. The diagram below is an illustration of management unit boundaries.



- Split Management Units

The plan contains several management units that have critical wetlands shoreward of the line of Ordinary High Water. In these units, additional protection is given to the wetlands by splitting management units with a third line parallel to the shoreline. Most often, the Corps of Engineers line of nonaquatic vegetation (Section 404 line) is used to split a management unit although occasionally other features are used. Splitting these management units separates areas with distinctly different characteristics and allows each portion of the management unit to have its own management designation, allowable uses, activities and special conditions.



- In-Water Management Units

While most management units are defined by the line of Ordinary High Water, some units are tidelands and submerged lands generally within the water area of the estuary. In these cases, the boundaries of the management units are not exact but are described by the features that are receiving special management treatment. As an example, the Whitcomb Flats area is Management Unit 42. There is no attempt to precisely define the boundaries of that management unit except as it is generally outlined on the Management Unit Map (Appendix C).

- Management Unit 44

Management Unit 44 is a special unit that includes all the water area not included within any other designated management unit.

- Special Management Units

Several management units have been given a "Special" classification. This indication is used where unique conditions exist with the unit's boundary or where other special circumstances are present. In all cases, the unique circumstances are covered in the Special Conditions section of the management unit.

Fills

Erosion Control

This type of fill is designed to preserve the existing bankline or to protect the bankline from erosion. The Bankline Erosion Control Policy (see page 24) addresses this type of fill. This policy may only be used where specifically authorized within the Allowable Activities Table of each management unit.

Special Project Fills

This type of fill is described in special conditions of specific management units. The fills in Management Unit 12 are an example of this type of fill. The exact conditions of these fills are spelled out within specific management units and have been determined through the estuary planning process.

Bankline Straightening

This is a small fill primarily done for the purpose of straightening the bankline to create more usable uplands for development. Within the estuary planning process it is not possible to identify all such possible circumstances where this type of fill might be desired so a Bankline Straightening Policy (see pages 25-26) has been developed. Like Bankline Erosion Control, this policy may only be used where specifically authorized within the Allowable Activities Table of each management unit.

All other fills that do not fit the preceeding definitions will be disallowed through the permit process. The term fill, as used in this plan, does not include fills which are needed to prepare upland sites above the jurisdiction of the Section 404 line of non-aquatic vegetation. See also, section on Disposal of Wood Waste (page 29).

Terms

Many of the definitions in the following material contain terms or phrases that are somewhat technical in nature, but which conform to specific language contained in various statutes or regulations. Specific questions relating to some of these terms should be addressed to the Grays Harbor Regional Planning Commission staff or the state Department of Ecology, or the Corps of Engineers.

Access Channel: Creation of a side channel connecting the main navigation with shoreside facilities including ship berthing.

Activities: Any structure, facility or activity done in conjunction with a use or to make a use possible. Activities are not themselves a use. Several activities (for example; dredging, piling, fill) may be required for a single use.

Allowable/Allowed: A use or activity that conforms to the Grays Harbor Estuary Management Plan and may be undertaken subject to:

- The general requirement that the use or activity be designed and constructed in a manner that will minimize, so far as practical, any resultant damage to both the natural resources of the affected aquatic and shoreland area, and maintain consistency with the intent of the goals, policies and standards of the plan,

- Specific policies, standards or special conditions contained in this plan, and
- Applicable local, state and federal permits and regulations.

Appropriate/ Inappropriate Use: Designated on the Standard Use table (page 114), a use is considered appropriate or inappropriate based on the stated purpose of applicable Management Categories (see pages 22-23).

Designation of an APPROPRIATE USE indicates that in most cases where the Management Category is used, the use will be appropriate. It does not mean that it will always be appropriate in specific management units. The Allowable Activities table, Management Unit Objectives and Special Conditions will ultimately determine whether or not a use can be accommodated in specific management units.

Designation of uses that MAY BE APPROPRIATE within Management Categories indicates that the individual circumstances of specific management units will determine whether or not uses so designated can be accommodated.

Uses designated INAPPROPRIATE are considered inconsistent with the purpose of designated Management Categories and will not be allowed.

Bankline: That area of the shoreline that lies above ordinary high water and may be below the 404 boundary. The bankline can include wetland areas.

Bankline Erosion Control: See Page 24

Bankline Straightening: See Pages 25-26

Boathouse: A structure built over the water to house boats.

Breakwater: An offshore barrier, sometimes connected to the shore at one or both ends, to break the force of waves. A structure of rock, piling or concrete to protect a shore area, harbor or basin.

Bridge: An overwater structural crossing for the purpose of vehicular, pedestrian or rail access.

Bulkhead: A structure that separates land from water by a vertical retaining wall. The bulkhead retains earth and prevents sliding as well as protects the upland against wave damage.

Cable and Pipeline Crossings: Lines and cables placed in the substrate of a waterway to traverse the waterway beneath the water.

Causeway: A filled passageway for vehicle access, often with culverts to allow drainage or tidal flow through the causeway.

Channel/Berth Maintenance: Dredging of shoal materials from navigation channel or ship berth to maintain access.

Conditional: An activity or use which generally conforms to the management objectives of a particular Management Category or management unit, but because of potential problems inherent with the specific use or activity, may not be appropriate in every situation. Being "conditionally allowable" assumes that the use or activity is allowable only if sufficient care is taken to avoid predictable negative impacts through the application of project/site specific conditions.

Uses and activities classified as conditional may be authorized provided that all of the following criteria can be satisfied:

1. The proposed use or activity is consistent with the appropriate Planning Area Guidelines and the Management Objectives of the specific management unit. Consistency includes both the scope and scale of the proposed use or activity,

2. The proposed use of the site and design of the project will be compatible with other allowable uses and activities adjacent to and within the area,

3. The proposed use or activity will cause no unreasonably adverse effects to aquatic and shoreland areas,

4. The proposed use or activity will not have substantial adverse cumulative effects, and

5. There will be no substantial detrimental effects to the public's interest in the area, including normal public use of the shoreline.

Uses and activities which are authorized as conditional will be subject to conditions necessary to prevent any undesirable effects (including limitations to the scope and scale of the proposed use or activity).

A use or activity may be considered conditional, and thereby generally consistent with the plan goals, but may not be found allowable after a specific case review. Despite general consistency with the plan, a conditional use or activity may be inappropriate because of the specific circumstances surrounding the proposal or because of the unique characteristics of the proposal.

In the exceptional case where a proposed use or activity has not been set forth in the plan, it may be proposed as a conditional use or activity. In such circumstances, the use or activity may only be authorized if the preceeding criteria are met and other applicable state and federal regulations (including permit requirements) are satisfied. A plan amendment might also be required.

Dike: An earthen embankment or ridge constructed to restrain high waters.

Dock: A fixed or floating decked structure against which a boat may be berthed temporarily or indefinitely.

Dolphin: A group of piles driven close together in water and tied together so that the group is capable of withstanding lateral forces from vessels and other floating objects.

Dredging: Removal of materials from a waterway or its banks.

Fill: See page 15

404 Boundary: This is the upward limit of jurisdiction of Section 404 permit as required by the Corps of Engineers. The Seattle District Regulatory Functions Branch of the Corps should be contacted to determine the exact location of the Section 404 boundary in the Grays Harbor Estuary.

Groin: A shore protection structure (usually perpendicular to the shoreline) to trap littoral drift or retard erosion of the shore. This may also include an in-water structure used for fisheries enhancement.

Jetty: An artificial barrier used to change the natural littoral drift to protect inlet entrances from clogging by excess sediment and to direct and confine the stream of tidal flow. Jetties are built at the mouth of a river or estuary to help deepen and stabilize a channel.

Mean Higher High Water (MHHW): The average height of the higher high tides observed over a 19 year period.

Mean Low Water (MLW): The average of all observed low tides over a 19-year period. The average is of both the lower low and of the higher low tides recorded each day over a specific time period.

Mean Lower Low Water (MLLW): The average height of the lower low tides observed over a 19-year interval. The datum plane is used on Pacific Coast nautical charts to reference soundings. This line appears as a dotted line on NOS (formerly C&GS) charts between tidelands and submerged lands.

Nonwater-Dependent Use: A use that can operate in a location other than on the waterfront. Examples include, but are not limited to, hotels, condominiums, apartments, restaurants, retail stores, and warehouses not part of a marine terminal or transfer facility.

Ordinary High Water Mark: That mark that will be found by examining the bed and banks and ascertaining where the presence and action of waters are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation as that condition existed on June 1, 1971 or as it may naturally change thereafter; provided, that in any area where the ordinary high water mark cannot be found, the ordinary high water mark adjoining salt water shall be the line of mean higher high tide and the ordinary high water mark adjoining fresh water shall be the line of mean high water.

Outfall: Discharge or point of discharge of a culvert or other closed conduit and may also include an open outfall structure for return water from dredge material disposal sites, cranberry bogs, etc.

Pier: A structure extending into the water from solid land for use as a landing place or promenade for persons and goods to and from vessels alongside the pier. Sometimes synonymous with wharf.

Piling: A long, slender stake or structural element of timber, concrete or steel which is driven, jetted, or otherwise embedded on and into the ground for the purpose of supporting a load.

Public Access: See General Policies on pages 22-30.

Riprap: A facing layer of material placed on an embankment to prevent erosion, scour, or sloughing.

Special Conditions: Specific standards, policies, or guidelines that may be found in specific Management Units. Where they occur, they are unique to that Management Unit and are designed to provide additional guidance on implementing the management objectives of that unit and in accommodating unique circumstances.

Unacceptable An unacceptable adverse impact is one which will significantly affect the biological functions of the particular site or of the estuary as a whole. Whether impacts of a particular use or activity are unacceptable depends on a comprehensive analysis including the nature of the proposed use or activity and proposed protective and mitigative measures.

Where the plan indicates that certain uses and activities will not have unacceptable adverse impacts, this determination is made based on current data and in the context of all of the impacts and protective measures contained in the Plan. The determination presupposes that measures will be adopted to control avoidable adverse impacts, that all special conditions will be satisfied, and that appropriate permit criteria will be met.

Uplands: Areas of shoreland characterized by plants that cannot withstand periodic or prolonged flooding or saturated soils. These areas do not support wetland vegetation and are outside Section 404 jurisdiction (see 404 Boundary definition).

Use: The "end" to which a land or water area is ultimately employed. A use often involves the placement of structures or facilities for industry, commerce, habitation or recreation. An accessory use is a use incidental and subordinate to the main use of the property and located on the same lot or parcel as the main use.

Vegetation: The general plant cover of an area as differentiated from individual types (species) of plants. Vegetation includes the numerical relationships of different species.

Water Area: That portion of the plan area that lies below Ordinary High Water.

Water Dependent: A water dependent use or activity cannot exist in any other location and is dependent on a water location by reason of the intrinsic nature of its operations. The water location or access must be needed for:

- Water-borne Transportation - navigation, moorage, fueling and servicing of ships or boats, terminal and transfer facilities, resource and material receiving and shipping; or
- Public access; or
- A Source of Water - structures or facilities necessary for water withdrawal.

Water Related: A water related use or activity is not intrinsically dependent on a waterfront location. A use or activity is water related if:

- It provides goods or services that are directly associated with water dependent uses, such as supplying materials or services to or using products of water dependent uses; or
- It gains substantial cost savings or revenue-differentiating advantages (not associated with land cost or rents) from being located on the waterfront that it could not obtain from an inland location, or
- A location other than adjacent to the water would result in a public loss of quality in the goods and services offered, considering the economic, social and environmental consequences of the use. Water related uses and activities are not differentiated from non-water dependent uses by federal regulations or guidelines. The application of federal regulations or guidelines to such uses will therefore be done as though they were non-water dependent.

Wetlands: The term "wetlands" as used in this plan means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevelance of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. The term wetlands also includes mudflats, sandflats, vegetated shallows, rocky shores, and sand or gravel beaches up to the limit of Section 404 jurisdiction.

By definition, wetlands are considered to be "waters of the United States", and are thereby within the jurisdiction of the Corps of Engineers to regulate the discharge of dredged or fill materials into those waters. The Corps of Engineers has the responsibility for determining whether a specific wetland area is within Section 404 jurisdication.

Wharf: A structure built alongside a waterway for the purposes of receipt, discharge and storage of goods and merchandise from boats.

GENERAL POLICIES

MANAGEMENT CATEGORIES

Department of Ecology Guidelines for the implementation of the State Shoreline Management Act identify four "environment types" that would be used by local government in developing their local Shoreline Master Programs. Those four environments - natural, conservancy, rural, and urban - have been expanded into eight management categories in the Grays Harbor Estuary Management Plan. The following paragraphs identify these management categories along with a statement of their purpose.

N Natural

Purpose: The Natural management category preserves or restores designated natural areas to their natural or original condition. Such areas will remain relatively free of human influence and contain severe restrictions on the intensity and type of use that is allowed.

CN Conservancy Natural

Purpose: The Conservancy Natural management category maintains the general natural character of areas. Direct human influence in such areas will be minimal. The primary emphasis of Conservancy Natural is to ensure that future uses and changes that occur within the area are designed to enhance rather than degrade the natural characteristics of the area.

CM Conservancy Managed

Purpose: The Conservancy Managed management category protects areas for purposes that directly use or depend on natural systems. While it is not intended that such areas will be preserved in their natural state, the activities which occur in these areas will be compatible with the natural systems.

Managed is the key word in this classification. This classification allows uses which depend on the natural system for: production of food, recreation, recognized scientific research, or public access for recreational uses. Recreation uses will be water dependent and designed to maintain the quality of the natural features of the area.

RA Rural Agricultural

Purpose: The Rural Agricultural management category protects existing and potential agricultural land from the pressures of urban expansion and Rural-Low Intensity development. Agricultural uses include intensive cultivation practices that are dependent on regional, national and international markets and includes agricultural food crops as well as tree farming.

RL Rural Low Intensity

Purpose: The Rural Low Intensity management category restricts intensive development along undeveloped banklines and maintain open spaces and opportunities for recreational uses that are compatible with a general rural character.

Agricultural uses are allowable within the Rural Low Intensity areas although they will relate more to local markets or individual subsistence farming.

UR Urban Residential

Purpose: The Urban Residential management category protects areas where the predominant use is or should be residential. The Urban Residential category is designed to maintain a residential character in the development of a designated area in terms of density, scale and the general types of activities allowed.

Public water access and limited local service commercial uses are appropriate within Urban Residential areas.

UM Urban Mixed

Purpose: The Urban Mixed management category designates areas in which there is or should be a mix of compatible urban uses. In general, residential densities are higher than those of rural areas; industrial and commercial uses are service or community oriented; public access to the water area is allowed for recreation purposes.

UD Urban Development

Purpose: The Urban Development management category designates areas where the predominant uses are or will be industrial and commercial development. The intent of the designation is to provide for efficient utilization of such areas primarily for water-dependent/water-related commerce and industry that are directly related to the region's primary economy.

SP Special

Purpose: Management units designated SPECIAL contain features or circumstances that require management through Special Conditions that are unique to that management unit. The general definition of any of the other Management Categories is inadequate to describe the projected management of management units designated SPECIAL.

BANKLINE EROSION CONTROL

Within each management unit description, the Allowable Activities Table identifies where the following policies will be applied.

Activities allowed by these policies include riprapping and minor straightening and sloping of the bankline required to stabilize upland areas and prevent accelerated erosion processes.

1. Materials to be used shall be of nonerodable quality that will allow long term stability and minimize maintenance. Some erodable materials may be used when it can be demonstrated that fish and wildlife resources will be enhanced.

2. Riprap/bank stabilization procedures shall be confined to those areas where active erosion is occurring or new development or redevelopment requires protection for maintaining the integrity of upland structures or facilities.

3. Only clean materials may be used. Materials which could create water quality problems or which will rapidly deteriorate are not permitted.

4. Minor modifications of the bankline may be allowed on a case-by-case basis. These alterations shall be for the purpose of stabilizing the bankline, not for the purpose of developing new upland areas.

5. Under no circumstances shall bankline erosion control be initiated for the purpose of gaining developable uplands from existing water areas.

6. All projects shall be constructed in a manner to minimize turbidity in adjacent waters.

7. In all cases, restoration of the bankline through removal and prevention of debris and solid waste build-up will be encouraged.

8. The use of concrete slabs will not be allowed for bankline erosion control unless the concrete is broken into pieces no larger than 10 square feet in surface area and placed in a manner so as to preclude slumping and displacement. It is not the intent of this section to preclude the use of old concrete but rather to ensure that when used it will accomplish the same purpose and have the same qualities as natural material.

9. The outer slope of the bankline after completion of the erosion control will not exceed a slope of 2:1.

10. Use of vegetation for bankline stability is required where technically applicable and should be in conjunction with structural forms of erosion control. Vegetation shall be self-sustaining and soil stabilizing and compatible with natural shoreline vegetation.

11. Other bankline stabilization techniques may also be appropriate and will be evaluated on a case-by-case basis.

BANKLINE STRAIGHTENING

In specifically designated "urban" management units (identified in the Allowable Activities Table of the management unit), small fills may be allowed for the purpose of straightening the bankline to consolidate uplands for development. Management units so designated represent the best alternative areas within the estuary for maximum and efficient utilization of the uplands and bankline for water dependent and water related uses. In these cases, consolidation of the upland areas through minor filling to straighten the bankline is a means to promote efficient and effective use of the bankline areas. Where applied, the environmental impacts of such fills have not been found to be unacceptable, particularly in view of the broader objectives of the specific management units. In addition to the normal requirements for a federal Section 404 permit (see Relationship to Local, State and Federal Permitting), the following criteria will apply where Bankline Straightening is allowed:

1. This policy is only applicable in specified management units and in the adjacent Management Unit 44.

2. Bankline straightening can only occur between two exisiting points of land as defined by the limit of Corps jurisdiction, and when complete, the new line of Corps jurisdiction will be a straight line connecting these two points of land.

3. The maximum permitted fill within this policy is two acres measured from the Line of Non-Aquatic Vegetation (Section 404) and includes the areas defined as wetlands and is measured to the toe of the fill.

4. Fills allowed by this policy may not overlap.

5. Only piers, docks and other comparable structures may project beyond the allowable fill.

6. The outer slope of the fill will not exceed a slope of 2:1. However, a greater slope may be allowed if conditions warrant and the design is approved by state and federal resource agencies.

7. Broken concrete of sizes not to exceed 10 square feet and placed in a manner so as to preclude slumping and displacement is allowable along the fill slope.

8. Materials used on the fill slope shall be non-erodable to ensure long-term stability and minimize maintenance. Some erodable materials may be used when it can be demonstrated that fish and wildlife resources will be enhanced.

9. Only clean materials may be used for the fill and fill slope. Materials which could create water quality problems or which will rapidly deteriorate are not allowed.

10. All projects shall be constructed in a manner to minimize turbidity in adjacent waters.

11. Use of vegetation for bankline stabilization is required where technically applicable and is encouraged in conjunction with structural forms of erosion control. Vegetation shall be self-sustaining and soil stabilizing and compatible with natural shoreline vegetation.

12. In management units where bankline straightening is allowed, specific proposals must demonstrate that effective utilization of the uplands is not possible without the fill.

STANDARD USES

Each Management Category (see pages 22-23) contains a set of Standard Uses (see page 113) that are APPROPRIATE, MAY BE APPROPRIATE or are GENERALLY NOT APPROPRIATE. Each management unit is assigned a management category which automatically brings with it a set of standard uses. The Standard Uses Table matches management categories with uses.

LOG RAFTING

Log rafting may be allowed in areas designated on the Log Rafting Map (Appendix B) provided that log grounding does not occur. Where log grounding occurs, the log rafting may continue only as a non-conforming use subject to the following conditions:

1. Any modification or replacement of existing structures will be allowed only if such modifications will result in a net reduction of the incidence of log grounding, and

2. If such log rafting is discontinued for a period of time exceeding one year, it will not be allowed to resume.

Expansion of log rafting into new areas will be allowed if it is demonstrated that no grounding will occur, there will be no significant modification of the aquatic environment, excessive debris will not accumulate, and other environmental impacts are minimized. Special consideration will be given to such expansion if it will reduce the incidence of grounding at an existing area.

MITIGATION

Balance is the foundation of the plan. The goals, policies and standards of the plan represent a balance between protecting the integrity of natural systems, and allowing for long term maintenance and development of the region's economy. That balance was achieved by allowing both objectives to be met within the total estuary, with the acceptance of some site-specific economic and resource impacts in return for opportunities for resource protection and economic development on an estuary wide basis.

Mitigation is part of the balance of the plan. However, state or federal agencies do not have a uniform definition of mitigation that can be used to guide its use in this plan. Therefore the plan adopts the following mitigation policy.

Policy

To be consistent with this plan, any proposed project must include any or all of the following four mitigation actions as necessary to avoid or minimize adverse impacts. The plan is built on the assumption that proposals that are consistent with the plan (including provisions contained in specific management units and 404(b)(1) guidelines) will be able to be accomplished with the use of these four mitigation levels.

Level.

I Avoiding the impact altogether by not taking a certain action or parts of an action.

II Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

III Rectifying the impact by repairing, rehabilitating, or restoring the affected environment on site.

IV Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

The preceding four forms of mitigation are considered sequential steps or levels of mitigation. As an example, when an adverse impact is identified in a specific project proposal, Level I mitigation measures are tried first. If the impact cannot be avoided in part or in whole with Level I mitigation, Level II mitigation measures would then be taken, and so on through Level IV if necessary.

Level V Mitigation

Compensation for the impact by replacing or providing substitute resources or environments.

In certain circumstances, the Levels I through IV mitigation measures may not be sufficient to adequately cope with significant adverse impacts or to maintain the general balance of the plan. The Estuary Management Plan identifies three such circumstances when Level V mitigation may be required;

1. Where Special Conditions in a management unit specify that Level V mitigation is required (e.g. Management Unit 15), or

2. When the plan is amended through the formal amendment process for a proposal that is not consistent with the plan, or

3. When significant new information is discovered (see page 28) through a proposal (generally at the permit stage) that is otherwise consistent with the plan, but had the information been available or known at the time the plan was prepared, a different management decision would have been made. To the extent such a proposal is allowed and/or modified through the permit process,

Level V mitigation may be required and the plan may be considered unbalanced. In such circumstances, the plan would be rebalanced during the next annual or five year review.

Level V Mitigation and the Discovery of Significant New Information

When significant new information is uncovered in the course of a permit application, and had the information been known at the time the plan was prepared, a different management decision would have been made for the area, at least three outcomes are possible:

1. The proposal is allowed but Level V mitigation is required to adequately deal with significant adverse impacts.

   In this case, since the level of development envisioned by the plan has been allowed to occur (even though it required some Level V mitigation), the plan remains in balance.

2. The proposal is allowed, but even with Levels I through V mitigation the resulting development is in a form that is considerably reduced from what the plan would have otherwise allowed, and represents a loss of development potential in the management unit.

   In this case, since substantially less development than the plan envisioned has actually been able to occur (even with Levels I through V mitigation), the plan is unbalanced by the amount of lost development potential.

3. The proposal is disallowed.

   In this case, Levels I through V mitigation were inadequate to accommodate the significant adverse impacts and the management unit designation in the plan is incorrect. In these circumstances, the plan is unbalanced by the amount of the lost development mangement unit and will be rebalanced at the next annual or five year review.

In the first two circumstances, if the required Level V mitigation results in the permanent loss of designated development potential in some other area of the estuary, the plan will be unbalanced by the amount of that lost potential and will be rebalanced in the next annual or five year review.

Base Information

Determination of significant new information is measured against the base of information contained or referenced in the Program Draft Environmental Impact Statement, Washington State Coastal Zone Management Program Amendment No. 3: Approval and Adoption of the Grays Harbor Estuary Management Plan; Washington State Department of Ecology/U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Office of Ocean and Coastal Resource Management; July 27, 1983.

Amount of Level V Mitigation Required

When Level V mitigation is required to account for significant new information, the amount required is calculated only on the newly discovered resource values in excess

of the values identified in the Base Information, and only for values that cannot be accounted for with Level I through IV mitigation measures.

DISPOSAL OF WOOD WASTE

Disposal of wood waste in areas under the jurisdiction of the Shoreline Management Act is not allowed unless the primary purpose for creating the fill is for a use other than waste disposal. Proposals to use wood waste to create a development site may be allowed in limited circumstances and must be evaluated on a case-by-case basis. In all circumstances, a proposal must demonstrate that sound engineering practices have been used to insure the physical and chemical impacts of wood waste fill can be confined within the fill area and that the proposal is otherwise consistent with applicable agency policies.

ARCHAEOLOGICAL SITES

While known historic and archaeological sites have been considered in the management decisions of this plan, it is anticipated that in the course of individual project design and construction, other historic or archaeological information may be uncovered. To ensure that adequate measures are employed, the following general policies will apply:

1. Projects in areas of known historic or archaeological sites will be required to include an additional archaeological reconnaissance survey with permit applications.

2. If additional information of significance is identified in a reconnaissance survey, more detailed monitoring or investigation may be required prior to or during the construction process.

3. If, in the course of a construction project, suspected historic or archaeologic artifacts are uncovered, the local jurisdiction and state archaeological office will be notified for guidance on the proper disposition of the material.

PUBLIC ACCESS

Ensuring the public's right and opportunities for visual and physical access to the shoreline and resources of the harbor is an important part of the State's Shoreline Management Program and the Grays Harbor Estuary Management Program. Protection of private property rights and sensitive natural resources and maintaining public safety are equally valued by each program.

To achieve these goals, the following policies apply:

1. Public access in Natural and Conservancy Natural areas will be discouraged unless facilities are specifically provided to accommodate public use of the area or unless the public use does not impact the resources of the area.

2. Opportunities for public viewing of all industrial waterfront areas are strongly encouraged, but in a manner where neither public safety nor industrial operations are jeopardized.

3. Public agencies are encouraged to provide specific facilities for viewing harbor resources and for achieving direct physical access to the water area. Such facilities must be located and designed to minimize impact on resources.

4. In all cases, planned public access, either as a part of private project approved through a local Substantial Development Permit or as a public project initiated by a public agency, must be consistent with the Management Objectives, Allowable Activities and Conditions of the Management unit within which the project is located.

5. Planned public access should be located where it will not cause unnecessary disruption to adjacent private property.

PLANNING AREAS
DESCRIPTIONS AND GUIDELINES

PLANNING AREA I

Area Description

- Predominant Character

The predominant character of Planning Area I is natural. The area's major influence is from the fresh water system of Chehalis River. It is an area of limited access and sparse development.

- Major Existing Uses

The predominant use of the planning area is for hunting and fishing as well as wildlife observation. Other uses include gravel extraction and agriculture in the upriver portions of the planning area.

- Major Existing or Potential Conflicts

There are no major conflicts in the planning area. Potential conflicts exist with industrial development pressures in the western portion behind the Junction City area and with possible development proposals for the many small parcels that exist throughout the area. Such proposals would conflict with the predominant character and use of the area. Continued operation of the gravel extraction facility at its present location does not pose a major conflict.

- Planning Area Assets

The majority of the planning area is important as a water containment area. It operates as a storage area for flood waters from up-river areas as well as tidal surging. In accommodating this hydrologic function, it serves as a valuable area for water fowl nesting and for recreation hunting and observation. The river corridor is a necessary area for fish passage and rearing.

Planning Area Guidelines

Management of the Natural Resource

- Bankline

The bankline within Planning Area I will be maintained in its natural configuration except as specifically provided through other guidelines and policies.

- Water Area

The water surface area will remain in its present configuration or as allowed by other guidelines and policies.

- Water Quality and Hydraulics

Any alterations to this planning area will not detract from its ability to function as a water storage area. Existing high levels of water quality will be maintained.

- Fish and Wildlife

Fish and wildlife resources will be managed to maintain or enhance their present condition.

- Vegetation

Selective harvesting of timber resources will be allowed within the planning area. Such activities will not detract from other planning area guidelines and will adhere to accepted forest harvesting practices. All other vegetation including marsh areas will be maintained in their present condition.

- Aggregate Minerals

Aggregate resources have a long-term importance to the economy of the area. Aggregate extraction within the planning area is provided for.

Development Within the Planning Area

- Economic Base

The planning area provides indirect support to the local and regional economy through recreational hunting and fishing. Additionally, it provides secondary support to the commercial fisheries industry as a fish rearing area. These two roles are important to the Grays Harbor community and will be maintained. Both the eastern and western portions of the planning area provide limited opportunities for industrial or agricultural development. These are considered transitional uses to the less developed portion of the planning area.

- Use Character

The general, natural unaltered character of the planning area will be maintained. Any deviation from that character will occur only at the eastern or western boundaries.

- Recreation

The current level of recreation use will be maintained. Increasing the intensity of recreation use in the planning area is not considered appropriate. Limited additional pedestrian access may be possible but without supporting facilities (parking areas, roads, etc.).

- Resource Harvesting

Existing aggregate extraction, selective timber harvesting and other resource harvesting will be allowed within the constraints of other planning area guidelines.

- Navigation

The river surface and supporting navigation channel are important to the regional economy. Continued maintenance of the channel at its present depth is consistent with the character of the planning area. Any dredging done in conjunction with the authorized channel shall be consistent with other planning area guidelines.

- Structures and Fills

In general, filling within the planning area is inconsistent with the character of the area and with other guidelines except for limited bankline maintenance. In-water structures are also inconsistent with the character and guidelines of the area except for limited personal boat docks. Upland filling and structures including regional public facilities, may be acceptable on a case-by-case basis provided they do not detract from other planning area guidelines.

PLANNING AREA II

Area Description

- Predominant Character

Planning Area II is a high intensity, urban area with a mix of industrial, commercial and marine uses. The mix of uses is more oriented to urban commercial than to heavy industry although some heavy industry is present. Much of the character of the planning area is formed from the convergence of highway, rail and water transportation systems.

- Major Existing Uses

In addition to existing industrial, urban commercial and marine uses, the planning area is also an important fish passage, rearing and feeding area; it provides a commercial fishery on migrating fish; some waterfowl nesting areas exist in the southwestern portions; log storage areas and industrial waste discharge occur within this area; and major regional, north/south transportation linkages exist in this planning area. There are several upland dredged material disposal sites in this area.

- Major Existing or Potential Conflicts

Conflicts in this area are a result of the demands of urban development and the needs of the water system to support fish passage, resting and feeding. As the focal point for development and transportation in the harbor, high demands are placec on the water system and thereby the quality of the water. As the focal point for fish migration in the estuary, water quality is a critical factor for fish movement and in-transit feeding.

- Planning Area Assets

The area has good connections to all major regional transportation systems; although somewhat limited, back-up land for industrial and commercial development is available in portions of the south shore; relatively low channel maintenance is required through most of the planning area because of good currents; there are relatively productive feeding and rearing areas for crab and fish, particularly in the western portion of the planning area.

Planning Area Guidelines

Management of the Natural Resource

- Bankline

Generally, the bankline should be intensively developed with the most intensive uses in the central and northwestern portions of the planning area. Redevelopment is an important management and development strategy in this planning area as there is little undeveloped land.

- Water Area

The primary function of the water area is transportation for both marine vessels and fish. Alteration of the water is possible provided that it does not detract from the navigation capacity of the corridor or fish movement. A more natural bankline along the western portions of the south shore will be maintained to ensure adequate areas for fish feeding.

- Water Quality and Hydraulics

Any new or redeveloped uses within the planning area will be required to meet water quality standards. Waste discharge should not cause a degradation in the existing water quality and should be balanced against the assimilative capacity of the area. New discharges will also be evaluated against any detrimental effects they might have to the waste treatment efforts of existing industry.

- Fish and Wildlife

Except for the southwestern portion, this planning area is not considered a prime fish or wildlife area. An active wildlife and fishery management program in all but the southwestern area is not consistent with the overall character of the area although the fish and wildlife resource is important, particularly as it supports other areas of the estuary and river system.

- Vegetation

The salt marsh areas on the south shore are important for food production for fish moving through the planning area. Riparian vegetation adjacent to Charley and Newskah Creeks is important and will be protected.

- Aggregate and Minerals

While there are no known aggregate or mineral deposits in the planning area, utilization of upland areas for aggregate reclamation of dredge materials is considered consistent with the overall character of the planning area.

Development Within the Planning Area

- Economic Base

This planning area is the economic focal point for a large regional area particularly to regional transportation systems. Commercial and industrial uses that depend upon and directly support the needs of the regional market are appropriate to this planning area. Additionally, passage of fish through this area to and from up-river feeding, spawning and rearing areas, is an important link to the commercial and sport fisheries industry.

- Use Character

The planning area will be used for high intensity urban development that is consistent with other planning area guidelines.

- Recreation

Recreation use within the planning area is an important but not dominant use. Existing recreational water access will be maintained and improved with additional access developed. Opportunities to use the visual qualities of both the water and industrial activities will be encouraged.

- Resource Harvesting

Resource harvesting is not a primary activity in this planning area, but is acceptable provided it is consistent with other planning area guidelines.

- Navigation

The authorized navigation channel in this planning area is a major transportation corridor and will be maintained. Navigation aids throughout the planning area for deep and shallow draft vessels will be maintained where appropriate.

- Structures and Fills

In-water and shoreline structures are allowable in this planning area although their use in the western portions of the south shore will be restricted. In all cases, in-water structures are preferred to fills.

PLANNING AREA III

Area Description

- Predominant Character

Planning Area III is a mixture of urban-industrial development and natural resource areas. The predominant developed character is heavy industrial and port facilities. Within the natural resource areas, the character is tide flats and salt marsh.

- Major Existing Uses

Existing developed uses include: major industrial and port development, regional air and rail transportation, upland log storage, and dredged material disposal. Existing resource uses include: water fowl and shore bird resting, feeding and rearing areas, fish rearing and passage, crab rearing and commercial fishing.

- Major Exising or Potential Conflicts

Conflicts exist between demands for the development of new industrial areas and the loss of fish and wildlife habitat that would result from filling and dredging. There is also a potential for a similar conflict if the area is used for dredged materials disposal associated with both channel deepening and maintenance.

- Planning Area Assets

The planning area represents the prime remaining area for large industrial expansion in immediate proximity to the navigation channel, land-based transportation facilities, other urban facilities and a local labor force. At the same time, it represents an area of high food production for water fowl, shore birds, crab and fish.

Planning Area Guidelines

Management of the Natural Resource

- Bankline

In the eastern portion of the planning area, the bankline will continue to be highly altered. While the bankline in the central portion will be partially altered through upland development, much of its present configuration will remain unchanged. Along the north shore, the riprap along the road and rail line will remain. The bankline in the Rennie Island area will be managed in accordance with its short and long-term management objectives.

- Water Area

The water area serves as a primary transportation corridor in the south and as a natural resource area north of the airfield. The primary alteration of the water surface will occur west of the airfield, and in specific locations along the north bankline, and in areas adjacent to the navigation channel.

- Water Quality

Any new or redeveloped uses within the planning area will be required to meet water quality standards. Waste discharge should not cause a degradation in the existing water quality and should be balanced against the assimilative capacity of the area. New discharges will also be evaluated against any detrimental effects they might have to the waste treatment efforts of existing industry.

- Fish and Wildlife

This area is considered to have some of the prime fish habitat in the estuary. Of particular importance will be the protection of fish and shellfish migration and feeding areas along the shoreline, north of the navigation channel. Additionally, the Rennie Island area will serve as a potential location for future wildlife habitat development and enhancement.

- Vegetation

Vegetation in the Rennie Island area and north of the airfield will be preserved consistent with Special Conditions cited in the management units.

- Aggregate and Minerals

While there are no known aggregate or mineral deposits in the planning area, utilization of upland areas for aggregate reclamation of dredge materials is considered generally consistent with the overall character of the planning area.

Development Within the Area

- Economic Base

This is the central area for major economic expansion in the Grays Harbor region. As such, use of the land and water areas will be primarily for heavy industry directly related to the region's primary economy.

- Use Character

The overriding character of the planning area is high intensity urban development consistent with other planning area guidelines.

- Recreation

Recreational activities will be principally confined to wildlife observation. However, other compatible recreation activities will not be precluded.

- Resource Harvesting

Resource harvesting is not a primary activity in this planning area, but is acceptable consistent with other planning area guidelines.

- Navigation

The authorized navigation channel in this planning area is a major transportation corridor and will be maintained. Navigation aids throughout the planning area for deep and shallow draft vessels will be maintained where appropriate.

- Structures and Fills

In-water and shoreline structures are allowable within this planning area. Fills are allowable in this planning area in accordance with specific management unit guidelines.

PLANNING AREA IV

Area Description

- Predominant Character

Planning Area IV is principally a water area, with heavy tidal influence and low intensity development.

- Major Committed Uses

The area is a mix of uses including commercial fishing, oyster production and crab and fish rearing. Additional activities include hunting and recreational fishing, wildlife observation and sparse upland development, including some agricultural products' processing.

- Major Existing or Potential Conflicts

The planning area is relatively free of conflict except for the impacts of navigation channel dredging and spoiling on adjacent oyster rearing areas, particularly in the Whitcomb Flats area. The ability of the area to maintain its natural productivity and continue to assimilate up-river waste discharge could be a long-term conflict.

- Planning Area Assets

The planning area contributes substantially to commercial and sport fishing and to shellfish productivity. Its large water area allows it to play an important role in waste assimilation. The area is without substantial development pressures.

Planning Area Guidelines

Management of the Natural Resources

- Bankline

The majority of the bankline within this planning area is and will remain unaltered. Minor alterations for erosion control and maintenance of adjacent facilities are allowed. No substantial alterations from the natural configuration will be allowed.

- Water Area

Any alteration of the water area is discouraged unless it will contribute directly to the enhancement of the fisheries resource or the waste assimilative capacity of the area.

- Water Quality and Hydraulics

This planning area serves a particularly important function in assimilating waste discharge from the upper estuary areas. Any new or redeveloped uses within the planning area will be required to meet water quality standards. Waste discharge standards should not cause the degradation of existing water quality and will be balanced against the assimilative capacity of the area. New discharges will also be evaluated against any detrimental effects that they have to the waste treatment efforts of existing industry.

- Fish and Wildlife

This planning area is one of the prime fisheries and wildlife feeding and harvesting areas in the estuary. Active management programs by state and federal agencies for fisheries and habitat enhancement are encouraged in this area. Portions of the planning area suitable for aquaculture will be protected and reserved for such uses. Whitcomb Flats area will be managed as a valuable oyster rearing area.

- Vegetation

Existing vegetation will be maintained throughout this planning area. The saltmarsh and marsh areas in the Johns River area in particular will be preserved in their existing condition.

- Aggregate and Minerals

Although aggregate or mineral deposits are known to exist in the planning area, mining is not compatible with the character of the planning area.

Development Within the Planning Area

- Economic Base

The planning area contributes to the local and regional economy through its commercial fishery and indirectly as the feeding, rearing and resting area for fish and wildlife. The

area also provides recreational hunting and fishing for local and regional populations. The cranberry processing plant in the Markham area, although a relatively small employer, is an important part the northwest cranberry industry and should be continued.

- Use Character

Any change in the intensity of activities in the area is inconsistent with its predominant character.

- Recreation

The present recreational use of the planning area will be continued. An increase in the intensity of that activity is not appropriate. Opportunities for wildlife viewing will be encouraged.

- Resource Harvesting

Selected timber harvesting will be allowed within constraints of other planning area guidelines. Commercial fishing, oyster rearing and other aquaculture activities are important resource activities in the planning area and will be allowed to continue.

- Navigation

The water surface serves an important transportation function for commercial fishing and sport fishermen. Navigation aids will be maintained for these shallow draft vessels.

- Structures and Fills

In general, filling within the planning area is inconsistent with the character of the area unless it will enhance the fisheries or wildlife habitat. Bank protection, navigational aids and in-water navigational mooring facilities are allowable so long as they meet other planning guidelines for the area. Upland filling and structures are also allowable so long as they are consistent with other planning area guidelines.

PLANNING AREA V

Area Description

- Predominant Character

This is a natural, aquatic planning area with significant tidal influence. Along with Planning Area VII, this is the least disturbed planning area in the estuary.

- Major Existing Uses

Primary uses within the planning area are resource production and harvesting. Specific uses include: oyster and fish rearing, water fowl and shore bird resting, feeding and

rearing, recreation and commercial harvesting of fish, shellfish, and wildlife, and uplands agriculture.

- Major Existing or Potential Conflicts

Upland residential development pressures in the northwestern portions of the planning area are the only potential conflict with its predominant natural character.

- Planning Area Assets

The planning area contains the largest water surface in the estuary. It also contains the largest population of water fowl and shore birds; one of the estuary's largest fisheries; and, a majority of the oyster rearing and harvesting in the estuary. Perhaps its greatest asset is that it is an area with little pressure for change.

Planning Area Guidelines

Management of the Natural Resources

- Bankline

The bankline in this planning area will be maintained in its natural configuration. Bank protection and minor bank modification for erosion control will be allowed.

- Water Area

The water area will be maintained in its present configuration.

- Water Quality and Hydraulics

Existing high levels of water quality will be maintained to ensure continued oyster, fishery and wildlife production. Any major alterations to the estuary bed will be designed to avoid detrimental effects on estuary hydraulics.

- Fisheries and Wildlife

Fish and wildlife resources are of extremely high value in the area and will be actively managed to ensure existing levels are maintained. Oyster production will be encouraged throughout the planning area. The Goose and Sand Island Refuges will be maintained.

- Vegetation

Selective harvesting of timber resources will be allowed in the planning area provided it does not detract from other planning area guidelines, utilizes accepted forest harvesting practices, and is consistent with other applicable regulations. All other vegetation, including marsh areas, will be maintained in their present condition with a particular emphasis on riparian vegetation.

- Aggregate and Minerals

Extraction of minerals and aggregates will not be allowed except for navigational maintenance.

Development Within the Planning Area

- Economic Base

The planning area provides direct support to the local and regional economy through recreational hunting and fishing, commercial fishing, oyster production, and agriculture. It provides secondary support to the natural resource, fishery and wildlife resource base through its fish rearing and habitat areas. These roles are important and will be maintained. Existing agricultural land in the cranberry and small farming areas are considered compatible with the area and will be allowed to continue.

- Use Character

The natural aquatic tideflat character of the area will be maintained along with the area's generally low intensity use.

- Recreation

The present recreation use of the planning area is appropriate. Increasing the intensity of recreation use is not appropriate. Wildlife viewing or hunting and fishing are compatible with the area. High intensity recreational development will not be allowed.

- Resource Harvesting

Commercial fishing, oyster culture, sport fishing and hunting are appropriate. Selected timber harvesting will be allowed within the constraints of other planning area guidelines.

- Navigation

The navigation channel in the southern portion of the planning area is a major transportation corridor and will be maintained. Navigational aids in the remainder of the planning area for shallow draft vessels will be maintained where necessary.

- Structures and Fills

Structures and fills within the water area are inconsistent with the character of the area, except for limited personal boat docks. In-water structures are also considered inconsistent with the area except as necessary for navigational aids and limited bankline maintenance. Upland filling and structures may be acceptable if they do not conflict with other planning area guidelines.

PLANNING AREA VI

Area Description

- Predominant Character

This planning area is a mixture of urban, residential/recreational and estuarine activities. While a substantial portion of the planning area is developed with homes, homesites, and commercial uses, the planning area also contains significant natural estuarine areas.

- Major Existing Uses

The planning area includes the Oyhut Wildlife Recreation Area, the Ocean Shores marina, developed homes and homesites, recreational hunting and fishing, passive recreation uses on large areas of publicly owned waterfront lands, the north jetty, and oyster rearing and harvesting activities.

- Major Existing or Potential Conflicts

Most conflicts occur with continued development of the residential and recreational uses in the City of Ocean Shores and the preservation of unique or important natural areas along the shoreline.

- Planning Area Assets

A principal asset of this planning area is it ability to absorb a substantial amount of the long-term demand for recreational/residential development and destination tourism. It also includes areas that contribute to the total productivity of the estuary along with unique areas, such as the Oyhut Refuge, that have permanently preserved natural assets. Its proximity to the ocean is also an asset.

Planning Area Guidelines

Management of the Natural Resources

- Bankline

The existing bankline in the planning area contains major structural modifications associated with the north jetty, bank protection devices, and the Ocean Shores marina. Continued maintenance of these facilities is consistent with other guidelines for this planning area. Other planning area banklines will be managed to maintain a natural configuration as much as possible.

- Water Area

In general, the existing water area will remain in its present configuration. Minor alterations for jetty and marina maintenance will be allowed.

- Water Quality and Hydraulics

Any alteration of the planning area will not detract from existing high water quality. Any modifications to the estuary bed will be designed to avoid detrimental effects on estuary hydraulics.

- Fish and Wildlife

Fish and wildlife resources will be managed at or above their present levels. The Oyhut Wildlife Recreational Area is an area of high priority for active wildlife management.

- Vegetation

Significant riparian vegetation, marsh, and saltwater marsh exist throughout the planning area. Only minimal alteration of these areas will be allowed. Alteration to present vegetation will not detract from the overall character of the vegetation in the planning area.

- Aggregate and Minerals

Mining of minerals or aggregates will not be allowed unless it is directly associated with navigation maintenance.

Development Within the Planning Area

- Economic Base

The planning area provides a direct support to the local and regional economy through tourism. The planning area serves as a portion of one of the two destination recreation centers in the Grays Harbor area. Its recreation role is more passive in relation to the estuary and other water areas than is in Planning Area VIII, although the Ocean Shores marina area does contribute to the sport and commercial fishing industries.

- Use Character

The mixed use character of this area will be maintained as it represents one of the planning area's primary assets.

- Recreation

The planning area is a major destination recreation center for western Washington. Permanent facilities to accommodate this demand will be maintained and selective additional facilities developed in a manner that is consistent with other guidelines. Active and passive recreation is encouraged throughout most of the area.

- Resource Harvesting

Major resource harvesting in the area associated with sport and commercial fishing will be continued.

- Navigation

The southern portion of the planning area includes the main harbor navigation channel. This vital transportation link to the upper estuary along with authorized in-water dredged material disposal sites will continue to be maintained. The navigation channel into the Ocean Shores Marina is consistent with the character and guidelines for the planning area and should be maintained.

- Structures and Fills

In general, in-water fills and structures are not consistent with the overall character of the planning area except as required to maintain facilities consistent with specific management unit guidelines.

PLANNING AREA VII

Area Description

- Predominant Character

This is a natural planning area.

- Major Committed Uses

In addition to a substantial fish and shellfish resource and wildlife habitat, the area is a major private recreational area for hunting and wildlife observation. The small residential area of Bay City is also a part of this planning area.

- Major Existing or Potential Conflicts

The planning area is relatively free of conflicts although maintenance of the authorized channel could create pressures for uses that would be inconsistent with the character of the area.

- Planning Area Assets

The principal asset of the planning area is that it is a relatively undisturbed natural area with no conflicts or pressures.

Planning Area Guidelines

Management of the Natural Resources

- Bankline

The bankline in the planning area will be maintained in its present natural condition except those areas immediately proximate to the highway, bridge, and erosion tidegates. Necessary maintenance of existing facilities will be allowed.

- Water Area

The water area will remain in its present configuration. Any reduction of the existing water area, unless directly related to increased production of fish and wildlife, is not consistent with the area's character or role within the estuary.

- Water Quality and Hydraulics

Existing high levels of water quality will be maintained. Any use which would reduce existing water quality is not compatible with the long-term use of the area.

- Fish and Wildlife

Fish and wildlife resources will be actively managed to maintain and enhance their current levels. Aquaculture, including oyster production, is appropriate.

- Vegetation

Selective harvesting of timber resources will be allowed within the planning area, provided it does not detract from other planning area guidelines and utilizes accepted forest harvesting practices. All other vegetation, including all marsh areas, will be maintained in their present condition.

- Aggregate and Minerals

Mining aggregate and mineral resources in this area is not compatible with other planning area guidelines.

Development Within the Planning Area

- Economic Base

The planning area provides direct support to the local and regional economy through recreational hunting and fishing. The planning area provides secondary support to the commercial fisheries industry as a fish and oyster rearing area. These two roles are most important to the Grays Harbor region and will be maintained. The planning area also provides a unique role to the recreation industry with its private hunting clubs. Those uses will be encouraged.

- Use Character

The general natural, unaltered character of the planning area will be maintained. Any deviation from the existing character is possible only on the eastern and northern extremes of the planning area, and then only in the uplands or areas immediately adjacent to the highway. No substantial development will occur in this planning area.

- Recreation

The current level of recreation use will be maintained with no general increase in use intensity. Limited additional pedestrian access is allowable without major supporting facilities. Existing private duck clubs and facilities are compatible uses in the planning area.

- Resource Harvesting

Timber harvesting will be allowed within the constraints of other planning area guidelines. Commercial and recreational fishing and hunting as well as oyster production and harvest are considered beneficial uses of the area.

- Navigation

Dredging to maintain the authorized depth of the navigational channel from Point Chehalis to the Elk River Bridge is not compatible with the area. However, until such time as this navigation channel is officially deauthorized by Congress, the Corps of Engineers has authority to maintain the channel. In-water navigation aids for shallow draft vessels are allowable as necessary.

- Structures and Fills

In-water filling within the planning area is inconsistent with the character and use of the area. In-water structures, other than those required for navigation safety and the existing highway are also inconsistent with the character and use of the area. Upland filling and structures may be allowable provided they do not detract from other planning area guidelines.

PLANNING AREA VIII

Area Description

- Predominant Character

The substantial commercial and sport fishing facilities and supporting activities dominate the physical, social and economic character of the developed portion of the planning area. Large areas of salt marsh and tideflats exist in the undeveloped portion of the planning area.

- Major Existing Uses

The commercial and sport fishing industries are the major uses in the area. Major facilities in the area include a marina, airport, state park, fish processing industries, supporting commercial and tourist facilities and the south jetty, revetment and groin system. There are productive salt marsh areas in the south part of the planning area along with in-water, dredged materials disposal sites.

- Major Existing or Potential Conflicts

Principal conflicts in the area occur between proposals to continue to develop fishing and tourism facilities and their impact on adjacent estuarine resources. Specific conflicts include expansion of the marina and airport site, continuing increases in the overall intensity of use of the shoreline and adjacent water areas, in-water, dredged materials disposal and general shoreline property development.

- Planning Area Assets

The primary assets of the planning area are its proximity to the ocean and its substantial commitment to support the commercial and sport fishing industry. Additionally, the Westport Marina serves as the port of refuge for a substantial area of the Washington coast. The heavy bearing load capacity of soils also make the area particularly well suited to large facility water dependent industry.

Planning Area Guidelines

Management of the Natural Resources

- Bankline

The highly altered banklines in the north and northeasterly portion of the planning area are considered acceptable alterations and will be maintained. The natural bankline in the Half Moon Bay State Park area and in the southern portion of the planning area will be managed as a finite resource maintaining a natural configuration to as great an extent as possible.

- Water Area

The existing water area will remain substantially in its present configuration. Minor alterations for maintenance of the existing bankline, protective structures and the marina access channel will be allowed.

- Water Quality and Hydraulics

The existing high levels of water quality will be maintained to ensure the continued production of fish and wildlife and oysters adjacent to the planning area. Any new developments or discharges will be evaluated to determine any detrimental effects they might have on existing water quality.

- Fish and Wildlife

Fish and wildlife resources will be managed to maintain and enhance their present condition.

- Vegetation

Marsh is the primary vegetative type within this planning area. Subject to allowable uses and activities identified for specific management units, that marsh vegetation will be maintained. Some destruction of the marsh areas around the airport is possible to accommodate the raising of the airfield, expansion of the marina, and limited industrial development. Only the minimum amount of marsh areas will be destroyed to accommodate these projects.

- Aggregate and Minerals

There are no known deposits of commercially significant aggregate and minerals within the area. Extraction of discovered resources will be allowed only in conjunction with navigation channel maintenance.

Development Within the Planning Area

- Economic Base

The planning area provides a direct contribution to the local and regional economy through commercial fisheries and sport fishery recreation. In addition to Ocean Shores, this planning area represents the other major recreation destination center in the Grays Harbor region. The economic base of the planning area is dominated by the recreation and fisheries industries and draws on a large regional and national market for its support. The unique soils of this area also provide opportunities for other water dependent industrial uses that require that characteristic. Each of these economic functions is considered vital to the Grays Harbor region.

- Use Character

The highly developed, marine-oriented, recreation and fishing uses in the northern and central portions of the planning area will be continued and enhanced. The southern portion of the planning area represents a transition from the more developed northern areas to the natural areas in Planning Area VII. This transition is important to maintain the integrity of both areas. No substantial development will occur in this southern area.

- Recreation

The area represents the major destination recreation center associated with sport fishing. Facilities in support of this activity will be allowed.

- Resource Harvesting

This planning area is the focus for commercial fish harvesting, processing and aquaculture within the Grays Harbor region. Continuating and enhancing these operations is compatible with role and character of the planning area. The greatest portion of sport fisheries harvest is landed in this area. Support facilities for these harvest activities will be maintained.

- Navigation

Continued maintenance of the navigation channel into the marina area and continued use of in-water dredged materials disposal sites in this planning area is critical to the economy of the planning area. Maintenance of the authorized Elk River channel into Planning Area VII is not considered appropriate to the guidelines of that planning area. Navigation aids are appropriate in the planning area.

- Structures and Fills

Major in-water filling is considered inconsistent with other planning area guidelines, the fisheries resource and navigation. In-water structures may be appropriate in existing developed areas and in direct support of the recreation or fisheries industry. Navigational structures and erosion control devices such as jetties and groins are allowable uses in the area. Upland filling and structures are allowable so long as they do not conflict with other planning area guidelines.

MANAGEMENT UNITS

Management units provide specific guidance to planning and development as well as management of the natural resources throughout the estuary. Most management units are segments of the shoreline and include both upland and aquatic areas down to the line of Ordinary High Water. The aquatic area below the Line of Ordinary High Water is Management Unit 44. There are also a few special "in-water" management units.

Each management unit contains a designated Management Category, a statement of the overall Management Objective for the unit, a listing of the Allowable Activities in the unit and a reference to appropriate Standard Uses. Some management units contain Special Conditions that describe circumstances that are unique to that particular unit and that may imposes additional standards on uses and activities.

Management Unit 44 is the largest, most unique, and perhaps most difficult to manage area in the estuary. As the "water" area of the harbor, it is the important connection to many of the adjacent upland uses. It is also the foundation for natural resources in the estuary. The management objective in Management Unit 44 attempts to balance the relationship between these needs and uses. While overall, this unit will be managed for its natural resources, it will also be managed to support adjacent shoreland areas where uses and activities that require connection to the water areas are allowed.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	
STRUCTURES	Piers Docks, Wharves	C	
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls	A	
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater	A	
BANK	Diking		
	Bulkheading		
	Groins	A	
	Jetty	A	
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 1
PLANNING AREA VI

Management Category

CM - Conservancy Managed

Boundary Description

Western Boundary - western terminus of the north jetty.
Eastern Boundary - approximate intersection of section line (T17N, R12W, Section 27) with bankline or at intersection of submerged jetty with bankline.

Management Objectives

The management unit serves principally as a navigation feature and secondarily for public recreation and enjoyment.

Special Conditions

The City of Ocean Shores wastewater treatment plant exists in this management unit and is generally compatible with the purposes of this management unit. Expansion of that facility will fall under the following guidelines:

1. Modification to equipment or minor external changes or additions within the present site will be subject to local city permit processes.

2. Modification or expansion that involves major facilities and/or enlargement of the present site is considered an intensification of the present use and is subject to review and comment by the Estuary Planning Task Force as well as local city permit processes.

MANAGEMENT UNIT 2
PLANNING AREA VI

Management Category

N - Natural

Boundary Description

Western Boundary - Management Unit 1.
Eastern Boundary - approximate eastern site of water outlet from mud flat area.
Plan Boundary - State Game and Department of Natural Resources property out to the old North Jetty.

Management Objectives

This area inclues all of the state Department of Game properties. It will remain in an undisturbed, natural condition.

Special Conditions

1. The existing V.O.R. airplane navigation facility and site is an appropriate use in the management unit. Its on-going maintenance is allowable.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	N	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading		
	Groins		
	Jetty	C	
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control		
	Special Activities	1	
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	
STRUCTURES	Piers Docks, Wharves	2	
	Piling & Mooring Dolphins	2	
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading	2	
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	1	
	Special Activities	2	
	New Access Channel		
	Channel/Berth Maint.	2	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 3
PLANNING AREA VI

Management Category

CM - Conservancy Managed

Boundary Description

Western Boundary - Management Unit 2.
Eastern Boundary - intersection of Damon Point with main bankline.
Plan Boundary - the edge of the platted properties between Mariners Way and Marine View Drive.

Management Objectives

Damon Point is considered a valuable recreational, natural resource, and public use area. The characteristics of the Point and the adjacent aquatic areas make it well suited for a variety of recreational activities. At the same time, the natural resources, including some areas of Snowy Plover nesting, are sufficiently sensitive to disruption to suggest careful management is essential. In addition, the adjacent deep water at the eastern most point of the spit makes it one of two locations on the entire north spit where ferry services could be terminated. Active management by local, state and federal agencies is the key to the balancing of uses in this management unit.

Special Conditions

1. Because Damon Point is an unstabilized sandspit, it is probable that its present configuration will change. No attempts will be made to artificially stabilize the spit except to accommodate allowable uses and activities. If future changes begin to interfere with the purposes of adjacent management units, remedies will be considered through the plan amendment procedures.

2. Only public uses are appropriate on the spit. Proposed public uses such as a ferry terminal must demonstrate to the satisfaction of appropriate local, state and federal agencies that both the primary and secondary impacts of the use and its activities will not cause adverse impacts to the critical resources of the spit. Highly impactful uses such as off road vehicles are not appropriate on the spit and active management measures should be taken to preclude their access onto the spit.

MANAGEMENT UNIT 4
PLANNING AREA VI

Management Category

UM - Urban Mixed

Boundary Description

Southern Boundary - Management Unit 3.
Northern Boundary - the northern property line of the Ocean Shores Beach and Yacht Club.
Plan Boundary - Marine View Drive and Catala Avenue.
Eastern Boundary - Marina Entrance(2)

Management Objectives

This is the primary waterfront development area in Ocean Shores. It presently contains the Ocean Shores Marina and Country Club. Future development will reinforce and expand on the present uses.

Special Conditions

1. Continued operation and maintenance of the existing outfall in this management unit is allowed. New outfalls that may be required to support the runoff needs will not be allowed within the marina.

2. This management unit goes beyond the normal waterward boundary to encompass the total marina complex.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UM	
STRUCTURES	Piers Docks, Wharves	A	
	Piling & Mooring Dolphins	A	
	Bridges		
	Causeways		
	Outfalls	1	
	Cable/Pipeline Crossing	C	
	Boathouses	A	
	Breakwater	A	
BANK	Diking	C	
	Bulkheading	C	
	Groins	C	
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel	A	
	Channel/Berth Maint.	A	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UR	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing		
	Boathouses	3	
	Breakwater		
BANK	Diking	2	
	Bulkheading	1	
	Groins	C	
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	1	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 5
PLANNING AREA VI

Management Category

UR - Urban Residential

Boundary Description

Southern Boundary - Management Unit 4.
Northern Boundary - the northern limits of the shorefront platted residential properties, approximately at the intersection of Harbor View Drive and Duck Lake Drive.
Plan Boundary - Duck Lake Drive.

Management Objectives

This management unit will be used entirely for public shoreline access and recreation with shorefront residential properties immediately behind. Existing public access points will be maintained as will all areas of aquatic vegetation.

Special Conditions

1. Sloped, interlocking concrete slab type bulkheading is allowed only as a means of erosion control with existing platted residential lots and only out to the waterward limit of those lots.

2. Diking is allowed as an alternative means of erosion control to bulkheading as specified in Special Condition #1 above.

3. Boathouses are allowed only within the existing lagoon area.

MANAGEMENT UNIT 6
PLANNING AREA VI

Management Category

UM/N - Urban Mixed/Natural

Boundary Description

Southern Boundary - Management Unit 5.
Northern Boundary - Ocean Shores city boundary or the southern line of Section 26 (T18N, R12W).
Split Unit Boundary - line of non-aquatic vegetation (Section 404).
Plan Boundary - Duck Lake Drive and North Bay Avenue.

Management Objectives

Within the Urban Mixed portion, construction of the new airport for Ocean Shores, as well as the continued development of residential properties is allowed. The remainder of the area will remain in an undisturbed, natural condition.

Special Conditions

1. Sloped, interlocking concrete slab type bulkheading is permitted only as a means of erosion control with existing platted residential lots and only out to the waterward limit of those lots.

2. Diking is permitted as an alternative means to erosion control to bulkheading as specified in Special Condition #1 above.

3. The City of Ocean Shores is unique because of its physical setting as well as its history. As a major land development project from the 1960's, the plan for the now incorporated city was established to achieve land sales objectives. These objectives resulted in the parcelization and sales of 11,000 homesites and the location of an airfield surrounded by developing parcels, posing problems of runway and facility capacity and safety. The city had considered alternatives for upgrading the airfield including alternative sites.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UM	N
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls	C	C
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking	1	1
	Bulkheading	1	1
	Groins		
	Jetty		
	Special Project fills	3	3
	Bankline Straightening		
	Bankline Erosion Control		
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

A private airfield at Hogan's Corner, north of the city, was discarded because of its location, safety problems and the need to intrude into marsh areas for airfield expansion. There was no other property in the city large enough to accommodate

the airfield except the property in Management Unit 6. The Airport Master Plan and Environmental Impact Statement (1976) evaluated the impacts of and alternatives to the airport intruding into a salt marsh area. Finally, as part of the process to prepare the Estuary Management Plan, a set of conditions was established that would allow the airport to be sited in Management Unit 6 without creating an unacceptable adverse impact. These conditions included:

a. That residential property be acquired to allow the airfield to be shifted to the west.

b. That the entire facility be redesigned to minimum F.A.A. standards.

c. That approximately 190-200 acres be preserved as a permanent natural area.

d. That Level V mitigation for the lost resources be completed.

MANAGEMENT UNIT 7
PLANNING AREA V

Management Category

CM - Conservancy Managed

Boundary Description

Southern Boundary - Management Unit 6
Northern (East) Boundary - Farm Road and east side of Kurtz Slough.
Plan Boundary - a line at approximately 20 feet elevation or the line of non-aquatic vegetation and the Ocean Shores Road on the west.

Management Objectives

This area will remain in an undisturbed condition although some opportunities for recreational use will be possible under the general guidelines of the Conservancy Managed classification.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control		
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RA	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing		
	Boathouses	A	
	Breakwater		
BANK	Diking	1	
	Bulkheading	1	
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	1	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 8
PLANNING AREA V

Management Category

RA - Rural Agriculture

Boundary Description

Western Boundary - Management Unit 7.
Eastern Boundary - west side of Campbell Slough.
Plan Boundary - Ocean Shores Highway.

Management Objectives

This is one of the few agricultural areas in the Estuary Management Plan area. Because of the valuable agricultural resource it represents, future uses and activities will be allowed consistent with that purpose.

Special Conditions

1. Diking and bulkheading with sloped, interlocking concrete slabs, are allowed only in association with necessary road maintenance and to protect existing structures.

MANAGEMENT UNIT 9
PLANNING AREA V

Management Category

RL/N - Rural Low Intensity/Natural

Boundary Description

Western Boundary - Management Unit 8.
Eastern Boundary - east side of Gillis Slough.
Split Unit Boundary - line of non-aquatic vegetation.
Plan Boundary - Ocean Shores Highway.

Management Objectives

On the water side of the Section 404 line, the area will remain in an undisturbed, natural condition. On the land side of the Section 404 line, the area may be used as a rural area in accordance with the guidelines of Standard Uses and Allowable Activities.

Special Conditions

1. Boathouses are allowable only on Campbell and Jessie Sloughs as a conditional activity subject to site specific, case-by-case review.

2. The installation of piers, docks, wharves, piling and mooring dolphins is allowable only as a conditional activity and provided that no new navigation channel is required.

3. Piers, docks, wharves, piling and mooring dolphins will be allowed associated with small private residential uses and provided that it does not interefere with the management of Department of Game property at the mouth of Humptulip River.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RL	N
STRUCTURES	Piers Docks, Wharves	2,3	2,3
	Piling & Mooring Dolphins	2,3	2,3
	Bridges	A	
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing	C	
	Boathouses	1	
	Breakwater		
BANK	Diking	C	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel	2	2
	Channel/Berth Maint.	3	3

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RL	
STRUCTURES	Piers Docks, Wharves	1,2	
	Piling & Mooring Dolphins	1,2	
	Bridges	A	
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing	C	
	Boathouses	A	
	Breakwater		
BANK	Diking	C	
	Bulkheading	C	
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:		
	Allowed Activity	A
	Conditional Activity	C
	Special Conditions	1,3
	Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 10
PLANNING AREA V

Management Category

RL - Rural Low Intensity

Boundary Description

Western (North) Boundary - Management Unit 9.
Eastern Boundary - the eastern line of Section 12 (T17N, R11W) or the western boundary of port ownership.
Plan Boundary - Old Burlington Northern rights-of-way line and line of non-aquatic vegetation along Grass Creek.

Management Objective

No significant development activity is envisioned in any portion of this management unit except as consistent with guidelines of Standard Uses and Allowable Activities.

Special Conditions

1. The installation of piers, docks, wharves, piling and mooring dolphins is allowable provided that no new navigation channel is required.

2. Piers, docks, wharves, piling and mooring dolphins will be allowed with small private residential uses and provided that they do not interefere with the management of Department of Game property at the mouth of the Humptulip River.

MANAGEMENT UNIT 11
PLANNING AREA III

Management Category

UD - Urban Development

Boundary Description

Western Boundary - Management Unit 10
Eastern Boundary - Hoquiam City boundary.
Plan Boundary - Southern highway rights-of-way line or 200 feet landward from the line of Ordinary High Water in areas where there is no highway.
Waterward Boundary - line of non-aquatic vegetation (Section 404) or northern line of Port of Grays Harbor ownership, whichever extends furthest south.

Management Objectives

This area is principally a transportation corridor for the railroad line. Continued use of the management unit for this purpose is appropriate. However, since this management unit is immediately adjacent to Area 1 of Management Unit 12, it provides protential opportunity for public access and recreation associated with observation of this important natural area. The long term use of this management unit to provide opportunities for public viewing of the Bowerman Basin natural area is appropriate. In addition, any maintenance of the rail corridor should be done with great care so as not to impact Area 1.

Special Conditions

1. This management unit is immediately adjacent to Management Unit 12. Continued maintenance of the railroad line is allowed.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UD	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	SP	
STRUCTURES	Piers Docks, Wharves	*	
	Piling & Mooring Dolphins	*	
	Bridges		
	Causeways		
	Outfalls	*	
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking	*	
	Bulkheading	*	
	Groins	*	
	Jetty		
	Special Project fills	*	
	Bankline Straightening	*	
	Bankline Erosion Control	*	
	Special Activities	*	
	New Access Channel	*	
	Channel/Berth Maint.	*	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	
See Text	*

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 12
PLANNING AREA III

MANAGEMENT CATEGORY: Special

BOUNDARY DESCRIPTION: See Attached Exhibit

MANAGEMENT OBJECTIVES

This Management Unit is a unique area. It has valuable habitat to be protected for fish and wildlife, as well as future sites for industrial expansion in the harbor. Within the context of this plan, the Bowerman Peninsula (Area 5) is the prime location to accommodate the region's long term need for new, large scale, water dependent industrial growth. The airport will ultimately be relocated to accommodate that growth.

Part of the Management Unit (approximately 1,711 acres) provides valuable habitat for fish and wildlife which will be managed as a natural area for their protection and enhancement. Other areas of the Management Unit (approximately 489 acres in Areas 2 and 4) will be managed to provide for major new industrial development within the Grays Harbor region. Filling of some intertidal areas and wetlands will be necessary to provide these new industrial areas.

These objectives are mutually dependent. Fill and development of some areas is balanced with the protection of other areas to assure multiple use of the estuary consistent with the Estuary Management Goal. This management approach is achieved through protective guarantees established through incremental and proportional fee title transfer of tidelands and wetlands in Area 1 with fill and development in Areas 2, 4, 7 and Management Unit 26, thereby avoiding unacceptable adverse impacts to the ecosystem. While this management approach applies to Area 4, an evaluation of impacts, alternatives and need for fill in this area has not been done in this plan. Such an evaluation must be performed in connection with specific development proposals (see additional discussion of Area 4 in this Management Unit). As always, fill for development is subject to the normal permitting process, although the permitting process itself will be improved through the advance evaluations and decisions made in this plan.

*Special Conditions

Six sub-areas are included in this Management Unit (see attached exhibit)

Area 1 - Natural

Area 2 - Fill - Urban Development

Area 3 - Not Used

Area 4 - Special Designation

Area 5 - Existing Airport - Urban Development

Area 6 - Waterfront Area - Conservancy Managed

AREA 1 - NATURAL AREA

Description

Area 1 contains extensive tideflats, wetlands and intertidal land which support significant shorebird habitat. The area includes all of the land owned in fee by the Port of Grays Harbor below the Section 404 line of non-aquatic vegetation, except those lands included within Areas 2, 4 and 6. The final determination of Section 404 jurisdiction will be made by the Corps of Engineers as a part of the permit process. Area 1 includes approximately 1,711 acres and is bounded on the west by the eastern line of Section 12 (T17N, R11W) and on the south by the northern edge of the authorized federal navigation channel and Areas 2, 4, and 5.

Implementation Conditions

The following conditions have been developed in conjunction with conditions for Areas 2, 4, 6 and Management Unit 26 and are tied, therefore, to their implementation.

1. Any filling that may be allowed within Management Unit 12 will carry with it the condition that lands within Area 1 will be preserved as natural areas through the transfer of fee title. As Areas 2, 4, 7 (see Management Unit 14 for Area 7) and Management Unit 26 are filled for industrial development, fee title will be transferred for a portion of Area 1 on the basis of 3.0 acres transferred for each acre filled.* The transfer will permanently establish a balance that is essential to avoid unacceptable adverse impacts to the aquatic ecosystem, including wetlands (within the meaning of Section 404 guidelines) that might otherwise result from future fills in Area 1. Transfer of title will be done in accordance with Condition 3 to follow.

*This proportion is derived from the approximate acreage figures noted previously, which have been determined in the plan to be an acceptable balance between natural and development areas in the Bowerman Basin, i.e., 1,711 acres: 564 acres = 3.0:1 (includes approximately 75 acres of potential fill in Management Unit 26).

2. At such time as a permit is approved for filling in Management Unit 26 (see also discussion in that management unit), the Port of Grays Harbor will apply, under the provisions of Section 404(c) of the Clean Water Act to the Environmental Protection Agency and the Corps of Engineers to designate Area 1, north of the Bowerman Peninsula, west to the old trestle line (exclusive of Area 7), as lands where the placement of dredged or fill materials will be prohibited.

3. Fee title transfer of lands within Area 1 will be accomplished in accordance with the following terms and conditions:

Recipient: Fee title will be transferred by the Port of Grays Harbor to the Washington State Department of Game. A Bowerman Basin Advisory Council will be formed consisting of representatives of state and federal resource agencies, Grays Harbor County, the Port of Grays Harbor, interested formally organized environmental groups, and at least two citizens at large to be appointed by the Grays Harbor Regional Planning Commission. As the Department of Game prepares management plans or is faced with specific management decisions on lands within Area 1 transferred to its responsibility, it will seek the review, advice and counsel of the Advisory Council. At a minimum, the Department of Game will call at least one meeting of the Advisory Council each year to review the status of transferred lands and other relevant issues.

Purpose: The purpose of the transfer is to preserve in perpetuity the natural, ecological characteristsics and processes of Area 1. However, federal or state resource agencies may undertake research on experimental habitat protection and enhancement programs in the area, provided that those actions do not conflict with allowable uses and activities of adjacent Management Units; are consistent with applicable local, state and federal policies and regulations; and are reviewed by the Bowerman Basin Advisory Council and the Department of Game.

Conveying Title: As a permit is issued for fill in Management Units 12, 14 (Area 7), and 26 (see Special Conditions in Management Unit 26), a 3.0:1 proportional amount of Area 1 will be transferred in fee. Except as specified in the special conditions in Management Unit 26, no fill may commence until the proportionate transfer of title has occurred.

The general sequence of title conveyance will be from East to West across the Bowerman Basin beginning along the northern edge of Area 1 (see Management Unit 12 Exhibit for the actual conveyance sequence). This specification is designed to act as a guideline for transfer rather than as an absolute requirement. However, as an additional guideline, parcels transferred should generally be four-sided with one dimension no greater than three times the other.

Final Parcel Conveyance: At such time as the final fill action allowed in Management Unit 12, 14 (Area 7), and 26 is permitted, the remaining parts of Area 1 will be transferred. It is recognized that this final transfer may not strictly satisfy the 3.0:1 proportional rule due to the fact that acreage figures for Area 1 (1,711) and Areas 2, 4, 7, and Management Unit 26 (564) are only approximate.

AREA 2 - FILL SITE - URBAN DEVELOPMENT

Description

Area 2 includes approximately 164 acres as measured to the toe of the dike for any fill within the area. The dimensions of this area are illustrated on the Management Unit 12

exhibit and represent an area as measured to the top of the dike of any fill within the area. These dimensions and the other conditions attached to this area, are established to provide for the development of a major multi-commodity, bulk loading and off-loading facility. The facility is envisioned with a rail loop transportation system and sufficient on-site storage for handling several types of bulk commodities simultaneously.

Implementation Conditions

The following conditions have been developed in conjunction with conditions for Area 1 and are tied, therefore, to their implementation.

1. As a permit is issued for fill in Area 2 for industrial development, fee title will be transferred for a portion of Area 1 on the basis of 3.0 acres transferred for each acre filled. If at the time a permit is issued for fill in Area 2, no permit has been issued for fill in Management Unit 26, the proportional acreage of transfer will be based on the acreage of fill in Area 2 only. If at the time a permit is issued for fill in Area 2, a permit has also been issued for fill in Management Unit 26, the proportion of lands transferred in Area 1 will be based on the total acreage of the permit for Area 2 and the permit for Management Unit 26. The transfer will permanently establish a balance that is essential to avoid unacceptable adverse impacts to the aquatic ecosystem, including wetlands (within the meaning of Section 404 guidelines) that might otherwise result from additional future fills in Area 1. Transfer of title will be done in accordance with Condition 3 of the Implementation Conditions for Area 1.

2. Grays Harbor is one of the major estuaries on the west coast. The Harbor contains a total of 54,720 acres to the extreme high water line with 33,600 acres of intertidal land. It contains 5,420 acres of saltmarsh and 28,160 acres of tideflats. Between 1940 and 1975, 3,850 acres of intertidal wetlands have been filled by the placement of dredged materials, including portions of the area within Management Unit 12. In the early portion of that period, the rate of fill was as much as 50 acres per year. More recently, that rate has slowed to 10-15 acres per year or less.

   In establishing its direction for overall management of the estuary, the Task Force recognized that economic growth involving conversion of natural habitat to industrial uses would continue at some level in the harbor during the life of this plan. In reviewing the opportunities for that growth to occur around the harbor, the Task Force analyzed several potential areas in terms of the availability, size and usability of land, transportation access for both rail and highway, proximity to the main navigation channel, availability of utilities, relationship to existing industrial areas, relationship to other support industries, and other factors. While there are several areas around the harbor that will accommodate some industrial growth, the Task Force saw that most provided only limited opportunities. In pursuing a philosophy of concentrating major future development rather than dispersing it throughout the harbor, Management Unit 12 met the criteria as an area to focus future growth.

   In addition to criteria directly related to the needs of future industrial development, the Task Force considered intertidal habitat and fish and wildlife resources as it evaluated potential areas for industrial growth. Habitat that supports fish migration was considered a major limiting factor in Grays Harbor because of past developmental patterns. During the next 50 years, the plan, as drafted, will protect most of the estuarian wetlands from filling except those in this management unit. This is approximately 1.5% of the intertidal area of Grays Harbor and 6% of the

estuary's low silty marsh. Although there is an adverse impact associated with filling these wetlands, the balance achieved through protection of most of the rest of the estuarian ecosystem from filling reduces the significance of the loss, and is consistent with the overall goal for management of the estuary for multiple uses.

3. Filling that occurs in Area 2 will be subject to approval through the Section 404 permit process. However, in the context of the total Management Unit and the total Estuary Management Plan, such filling is not considered to have an unacceptable impact on the aquatic ecosystem, including wetlands. This determination is made in consideration of:

   a. Implementation Condition 2, above

   b. The Management Objective for this Management Unit,

   c. The implementation of allowable fill through the application of normal local, state and federal policies and regulations,

   d. The implementation of the policies and standards of this plan,

   e. The full implementation of the conditions of this Management Unit including the fee title transfer of approximately 1,711 acres of intertidal and wetland area,

   f. The guarantees and protective measures afforded to the resources of the total harbor by this plan,

   g. The consideration, in the preparation of this plan, of the long term need of the Grays Harbor community to seek out and accommodate major new industrial diversification and expansion,

   h. The consideration, in the preparation of this plan, of alternative areas and ways to accommodate new water dependent industry and the general lack of areas as uniquely suited as this Management Unit and

   i. Implementation Condition 5, below.

4. As filling occurs, it will be done in accordance with disposal practices approved through the permit process, including the use of containment structures surrounding each fill to preclude unnecessary dispersal of fill material to the adjacent aquatic area. With the full review and concurrence of state and federal resource agencies, plans for the placement of fill in Area 2 will consider the selective placement of additional fills and/or non-standard design of fill dikes to recreate lost habitat on the northern edge of this area. A particular emphasis will be placed on recreating the vegetated salt marshes and woody vegetation similar to vegetation on the north side of Moon Island. Additionally, piles that must be removed to accommodate the fill will be replaced in the area north of the fill site to re-establish perching sites for birds. Although the plan considers this a fill site, rather than a dredged materials disposal site, the use of dredged material for fill meeting these special conditions is appropriate.

5. The specific size and shape of the northern portion of Area 2 (within the general dimensions illustrated on the Management Unit 12 exhibit) is determined by the engineering requirements for a railroad loop track including required maintenance roads and drainage facilities.

6. Recognizing the need for considerable lead time to fill, prepare and develop an industrial site, a permit application for fill in Area 2 may be submitted only at such time as construction for water dependent industrial uses has started on at least 50 percent of Area 5 (the current airport site) or if a specific use requiring over 50 percent of Area 5 is proposed.

7. As development plans are prepared and reviewed by local government, specific provisions will be included to allow a public viewing area within Area 2 and/or Area 5 for Bowerman Basin. In the design of that area and in industrial development and operations plans, mutual compatibility will be the central concept. Special care will be taken to include measures that will minimize potential impacts from the public's limited use of this area and from industrial operations on the Bowerman Basin in the north.

AREA 3 - NOT USED

AREA 4 - SPECIAL DESIGNATION

Description

Area 4, shown on the Management Unit 12 exhibit, is not intended to denote an exact location nor an absolute commitment to a future fill within that specific area. Nonetheless, for purposes of describing the conditions under which future filling might occur, the following sections are included as a part of this Management Unit. Area 4 includes approximately 305 acres. The actual acreage of this area will be defined at the time of permit considerations. However, in concept, the acreage of this area is the the sum of the acreage to be filled (to the toe of the dike) of Areas 2 (approx. 164 ac.), 7 (approx. 20 ac. in Management Unit 14), and Management Unit 26 (approx. 75 ac.), subtracted from 564 acres.

Implementation Conditions

The following conditions have been developed in conjunction with conditions for Area 1 and are tied, therefore, to their implementation.

1. As a permit is issued for fill in Area 4 for the development of water dependent industrial uses, fee title will be transferred of a portion of Area 1 on the basis of 3.0 acres transferred for each acre filled. The transfer will permanently establish a balance that is essential to avoid unacceptable adverse impacts to the aquatic ecosystem, including wetlands (within the meaning of Section 404 guidelines) that might result from additional future fills in Area 1. Transfer of title will be done in accordance with Condition 3 of the Implementation Conditions for Area 1.

2. Area 4 is a conceptual designation for future fills which are intended to provide a total of 564 acres of potential fill for industrial development within Management Units 12, 14 (Area 7), and 26. The designation of Area 4 for fill does not represent a commitment that the area will be filled. A decision on the actual location of future fill will be made at the time of future permit proposals. This decision will be made in accordance with these conditions and will be guided by the principles of:

a. locating necessary fills in areas where there will not be an unacceptable adverse impact on the aquatic ecosystem, including wetlands, and

b. meeting industrial development needs within the region.

3. Area 4 fills can only occur if Area 2 is fully developed and utilized. In addition, uses that may be proposed as a part of an Area 4 permit application must demonstrate that there are no other less environmentally damaging practicable locations within Grays Harbor for the use including any undeveloped portions of the existing Bowerman Airfield (Area 5).

4. Area 4 fills will be subject to approval through the Section 404 permit process. Section 404 or Section 7 (Endangered Species Act) evaluations have not been conducted for this area. Consequently, proposals for Area 4 fill must demonstrate acceptable levels of impact on the ecosystem, the need for the proposed project which would be located on the fill, and that there are no practicable alternative locations. As noted above, the actual location of an Area 4 fill which meets these requirements will depend on assessments at the time of proposal.

5. It is recognized that an Area 4 fill proposal may be submitted which meets needs and alternative requirements but cannot be located within this Management Unit due to unacceptable adverse impacts on the ecosystem. In such a case, it is expected that the Estuary Management Plan may be amended to accommodate necessary fill proposals (up to the total 564 acre limit) in other areas of the estuary and that the general area identified for the Area 4 fill will be redesignated as a natural area.

AREA 5 - EXISTING AIRFIELD - URBAN DEVELOPMENT

Description

Area 5, shown in the Management Unit 12 exhibit, describes the existing Bowerman Airfield area including all that land above the Section 404 line of non-aquatic vegetation, extending east to the Hoquiam City Limits line. It is envisioned that this area will continue to be used for the existing airfield until such time as it is needed to accommodate long term water dependent industrial growth. When the airfield is relocated, either to Management Unit 26 or another location, Area 5 will be used for water dependent industrial uses.

Implementation Conditions

1. Continuation of the existing use of this area is allowed subject to local land use regulations and other applicable local, state and federal requirements.

2. With the relocation of the airfield to Management Unit 26 or elsewhere, this area will be used for water dependent industrial purposes.

3. No aquatic connections will be allowed into Area 1 from Area 5.

4. If the airfield is relocated, as subsequent industrial development plans are prepared and reviewed by local government, specific provisions will be included to allow a public viewing area within Area 5 and/or Area 2 for Bowerman Basin. In the design of that area and in industrial development and operations plans, mutual

compatibility will be a central concept. Special care will be taken to include measures that will minimize potential impacts from the public's limited use of the area and from industrial operations to the Bowerman Basin to the north.

AREA 6 - WATERFRONT AREA - CONSERVANCY MANAGED

Description

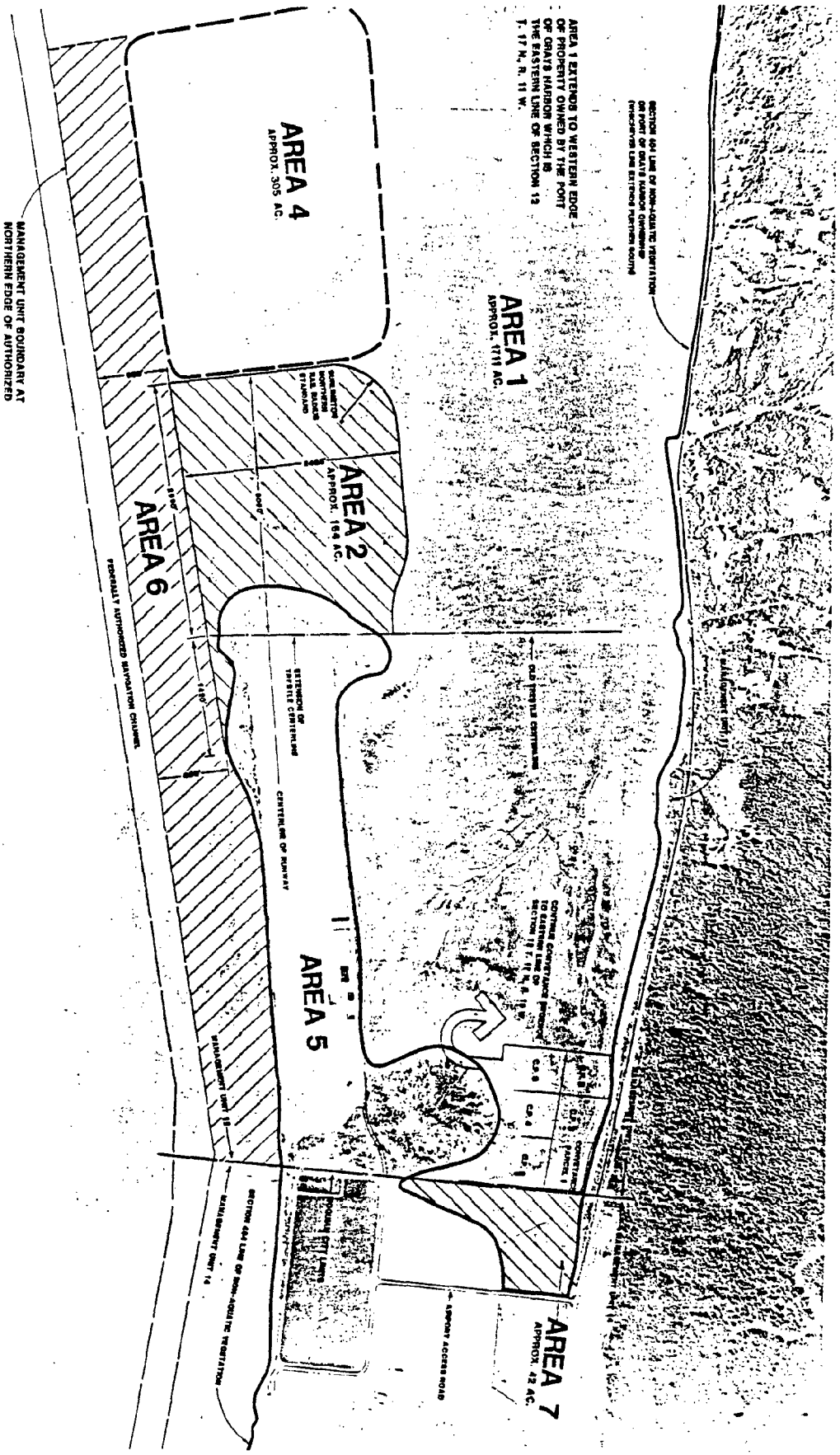
This is the southern-most portion of the management unit extending from the Section 404 Line of Non-Aquatic Vegetation along the existing airfield southerly to the northern edge of the federal navigation channel. The area extends from the Hoquiam City Limits at the boundary between Management Units 12 and 14, westerly to the western-most extent of a potential fill in Area 4. The western boundary of Area 6 is not fixed at this time but is variable depending fill decisions made within Areas 2 and 4.

Implementation Conditions

1. The southern shoreline of the existing Bowerman Airfield is an area of significant natural resources for the migration and feeding of fish and shellfish. Except for the conditions listed below, this area will be managed consistent with the general purpose and guidelines for Conservancy Managed. Using Areas 2, 5, and potentially Area 4, for water dependent industrial development, requires access to the water and the navigation channel. Any development will be done with great care and under the following guidelines:

    a. A very limited number of "T" docks will be allowed within this area. The principal concern with these structures is the number of tressle connections to the shore rather than the length of dock structure at the navigation channel.

    b. Very limited filling is allowable at the approach to the "T" dock for the purposes of establishing a safe and efficient connection to the shore and, to reduce the high costs of such structures. Under no circumstances will such fills extend to that portion of the structure adjacent to the channel nor will it substantially interfere with the migration of fish and shellfish, or their rearing and feeding areas.



MANAGEMENT UNIT 12

BOWERMAN BASIN

GORDON E. DAVIS, A.I.C.P.
1020 SW TAYLOR, SUITE 555
PORTLAND, OREGON 97205

GRAYS HARBOR ESTUARY MANAGEMENT PLAN
GRAYS HARBOR REGIONAL PLANNING COMMISSION

MANAGEMENT UNIT 13

NOT USED

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UD	
STRUCTURES	Piers Docks, Wharves	1,2	
	Piling & Mooring Dolphins	1,2	
	Bridges		
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing		
	Boathouses	C	
	Breakwater		
BANK	Diking	C	
	Bulkheading	C	
	Groins		
	Jetty		
	Special Project fills	*	
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel	C	
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	
See Text	*

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 14
PLANNING AREA III

Management Category

UD - Urban Development

Boundary Description

Western Boundary - Management Unit 12, City of Hoquiam Boundary
Eastern/Plan Boundary - Adams St., Burlington Northern Railroad out to line of Ordinary High Water.

Management Objectives

The uplands portion of this management unit is one of the prime areas for continued heavy industrial expansion with an emphasis on water related and dependent uses. The bankline within this management unit is considered an important fish and shellfish migrating and feeding area. Any development within the bankline will be done with utmost care.

Special Conditions

The following special conditions will apply within this management unit:

1. A very limited number of "T" docks will be allowed within this Management Unit. The principal concern with these structures is the number of trestle connections to the shore rather than the length of the dock structure at the navigation channel.

2. Limited filling will be allowed for the approach to "T" docks or other channel approach structures. The purpose of such filling will be to ensure a safe and efficient connection to the shore and to reduce the high costs of such structures. State and federal agencies will review the proposed fill to ensure that there is a minimum intrusion on fish and shellfish migration. The practicability of fill versus pile structures for specific projects will be assessed during permit evaluations.

AREA 7 - HOQUIAM FILL
(See Management Unit 12 Exhibit)

Area 7 currently includes approximately 42 acres of land below the line of non-aquatic vegetation. This area and much of the adjacent land is owned by the City of Hoquiam. It is bounded on the west by Management Unit 12, Area 1.

Implementation Conditions

Because of the proximity to Management Unit 12, Area 1 (commonly known as Bowerman Basin), and because of unknown future conditions that may apply to Area 7, the following special conditions shall apply prior to any development:

1. No development shall be permitted in Management Unit 14, Area 7, for a period of 10 years from the time of Plan adoption. However, the Task Force may consider lifting this restriction at an earlier date. At the end of the 10 year period, if the moratorium is still in effect, the Grays Harbor Estuary Management Task Force will convene to re-examine Area 7, and either: 1) allow development, based on special conditions 2, 3, 4, and 5 below; or 2) extend the moratorium for another predetermined period.

At such time as development is allowed, the special conditions listed below shall apply:

2. At no time shall wetland fill exceed 20 acres in Area 7. All such allowable fills shall be placed at the farthest feasible distance from Management Unit 12, Area 1.

3. When a permit is issued for wetland fill in Area 7 for industrial development, fee title shall be transferred to the State Department of Game for that portion of the Area 7 wetland adjacent to Management Unit 12, Area 1, on the basis of 3.0 acres transferred for each acre filled. If insufficient acreage remains in Area 7 to satisfy this 3.0:1 transfer to fill ratio, portions of Management Unit 12, Area 1 equal to this requirement shall be deeded to the Department of Game. All transferred property will be managed in conjunction with Management Unit 12, Area 1 criteria. This transfer will permanently establish a balance that is essential to avoid unacceptable adverse impacts to the aquatic ecosystem, including wetlands (within the meaning of Section 404 guidelines) that might result from future fills allowed in the Grays Harbor Estuary Management Plan.

4. Any wetland filling in this area will be subject to approval through the Section 404 permit process. However, in the context of the total Management Unit and the total Estuary Management Plan, such filling is not considered to have an unacceptable adverse impact on the aquatic ecosystem, including wetlands. In addition, the geographic location of this area, particularly its great distance from the authorized federal navigation channel, will be taken into account in permit determinations related to water dependency.

5. As filling occurs, it will be done in accordance with disposal practices approved through the permit process, including the use of containment structures surrounding each fill to preclude the unnecessary dispersal of fill material to the adjacent aquatic area. Although the plan views this area as a fill site, rather than a dredged materials disposal site, the use of dredged material for fill meeting these special conditions is appropriate.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UD	
STRUCTURES	Piers Docks, Wharves	A	
	Piling & Mooring Dolphins	A	
	Bridges	A	
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing	A	
	Boathouses	C	
	Breakwater		
BANK	Diking	C	
	Bulkheading	C	
	Groins		
	Jetty		
	Special Project fills	1-4	
	Bankline Straightening	A	
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel	A	
	Channel/Berth Maint.	A	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 15
PLANNING AREA III

Management Category

UD - Urban Development

Boundary Description

Western Boundary - Management Unit 14 (Adams St.)
Eastern Boundary - The extension of Michigan Street to the shoreline
Plan Boundary - Burlington Northern Railroad line out to the line of Ordinary High Water

Management Objectives

This area will serve as one of the principal areas for heavy industrial expansion for the Grays Harbor region. The emphasis on use will be for water related and dependent uses and redevelopment of already developed lands.

Special Conditions

1. Filling and/or development of the existing Port slips will be allowed subject to applicable local, state and federal regulations. Such filling however, is not considered to be an unacceptable adverse impact in the context of the total Estuary Management Plan.

2. Any other filling that may occur in this management unit also must meet applicable local, state and federal regulations. By so doing, it is not the intent of this plan to preclude the property owners from submitting proposals that might include the filling of areas adjacent to this management unit. However, in such circumstances, any proposal must demonstrate that the immediately adjacent uplands are (or will be) fully developed with water dependent uses; there are no practicable means of developing without such fill; and, a Level V mitigation project (see Mitigation section) must be developed and approved by state and federal resource agencies in advance of permit approval, and an implementation schedule for the mitigation project committed to and initiated at the time of permit issuance.

3. Limited filling will be allowed for the approach to "T" docks or other channel approach structures. The purpose of such filling will be to ensure a safe and efficient connection to the shore and to reduce the high costs of such structures. State and federal agencies will review the proposed fill to ensure that there is a minimum intrusion on fish and shellfish migration. The practicability of fill versus pile structures for specific projects will be assessed during permit evaluations.

4. A public boat ramp is believed appropriate within this management unit.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UM	
STRUCTURES	Piers Docks, Wharves	A	
	Piling & Mooring Dolphins	A	
	Bridges	A	
	Causeways		
	Outfalls	A	
	Cable/Pipeline Crossing	A	
	Boathouses	C	
	Breakwater		
BANK	Diking	C	
	Bulkheading	C	
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening	A	
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel	C	
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 16
PLANNING AREA II/III

Management Category

UM - Urban Mixed

Boundary Description

Western Boundary - The extension of Michigan Street to the shoreline.
Eastern Boundary - Wishkah Railroad Bridge.
Plan Boundary - Burlington Northern Railroad Line out to the line of Ordinary High Water.

Management Objectives

This Management Unit includes the "Old Aberdeen Waterfront" area. This portion of the waterfront was once the center industrial and commercial development in the harbor. Changing economic conditions have shifted the center of economic activity to other areas of the harbor, leaving this area in need of major redevelopment. The management objective for this unit supports active redevelopment of this important waterfront area with a range of uses and activities to allow flexibility in the siting and design of individual facilities.

MANAGEMENT UNIT 17
PLANNING AREA II

Management Category

UM - Urban Mixed

Boundary Description

Western Boundary - Wishkah River Railroad Bridge.
Eastern Boundary - ½ Section Line, Sec. 10 (T17N, R9W)
Plan Boundary - Burlington Northern Railroad line out to the line of Ordinary High Water.

Management Objectives

This is one of the few areas where one can "see the river" from the uplands. At the same time, it has limited opportunity for major development. The management unit will be used primarily for a mix of private and public uses that maximize the opportunities for water related enjoyment.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following special conditions will also apply:

1. A phased public park including boat ramp, is proposed by the City of Aberdeen for waterfront recreation. Filling that is needed for this project may be appropriate subject to normal 404 permit requirements.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UM	
STRUCTURES	Piers Docks, Wharves	A	
	Piling & Mooring Dolphins	A	
	Bridges	A	
	Causeways		
	Outfalls	A	
	Cable/Pipeline Crossing	A	
	Boathouses	C	
	Breakwater	C	
BANK	Diking	C	
	Bulkheading	C	
	Groins		
	Jetty		
	Special Project fills	1	
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities	1	
	New Access Channel	C	
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UD	N
STRUCTURES	Piers Docks, Wharves	A	
	Piling & Mooring Dolphins	A	
	Bridges	A	
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing		
	Boathouses	C	
	Breakwater		
BANK	Diking	C	
	Bulkheading	C	
	Groins	C	
	Jetty		
	Special Project fills	1,2,4	1,2,4
	Bankline Straightening	3	
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel	C	
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 18
PLANNING AREA II

Management Category

UD - Urban Development/Natural

Boundary Description

Western Boundary - Management Unit 17
Eastern Boundary - See Special Conditions below.
Plan Boundary - Burlington Northern Railroad out to the line of Ordinary High Water.

Management Objectives

This management unit is a mixed use residential and industrial area with an emphasis on heavy industry directly associated with the Chehalis River.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following special conditions will also apply:

1. No filling will be permitted along Elliott Slough below the line of non-aquatic vegetation (Section 404) or to within 100 feet of the line of Ordinary High Water, whichever is further from the aquatic area.

2. Structures will be permitted to approach the navigation channel. Very limited filling is allowable at the approach to these structures for the purposes of establishing a safe and efficient connection to the shore, and to reduce the high costs of such structures. Under no circumstances will such fills extend to the channel portion of the structure nor will they substantially interefere with fish feeding areas or migration routes.

3. Bankline straightening may be appropriate in very limited circumstances within this management unit. The primary criteria for the application of bankline straightening will be to minimize effects on fish feeding and migration and to ensure that bankline straightening is essential to maintaining the function of the proposed use.

4. The accompanying figure is an enlarged version of the boundary between Management Units 18 and 19 as well as the special split

that occurs within Management Unit 18. In addition to the designated management categories, the following conditions will also apply:

a. A 100 foot, no fill/no development buffer will be maintained along Elliott Slough and along both sides of the slough (designated Slough A) that intersects with Elliott Slough in the northeastern portion of the management unit.

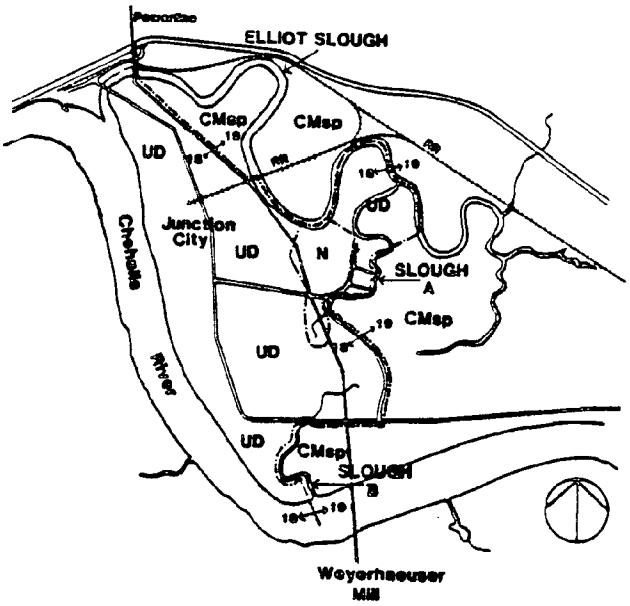
b. A 50 foot, no fill/no development buffer will be maintained on both sides of the slough (designated Slough B) in the southern portion of the management unit, where that slough is north of the existing access road.

c. The existing access road in the area designated as Natural, can be maintained and up-graded to permit access to the Urban Development areas to the east.

d. The southernmost boundary between Management Units 18 and 19 is a line 50 feet west and parallel to Slough B, from its intersection with the existing access road to its intersection with Chehalis River.

e. Specific boundary lines have been established through a reconnaissance level field investigation done early in the process of preparing this plan. More detailed investigations may be required to determine final boundaries within the principles contained in this management unit, at the time of permit application. Construction of new single family residences and expansion or alteration of existing single family residences is allowed within the Urban Development portions of this Management Unit and in conformance with local ordinance requirements.

5. Other fills above the bankline within the Urban Development portion of the Management Unit may be allowable consistent with applicable state and federal regulations.



ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM*	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins	C	
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing	C	
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading		
	Groins	C	
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control		
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	
See Text	*

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 19
PLANNING AREA I

Management Category

CM - Conservancy Managed Special

Boundary Description

Western Boundary - Management Unit 18 (also see map on previous page).
Eastern Boundary - a line approximately at the narrowest point between Chehalis River and the Burlington Northern Railroad line.
Plan Boundary - Burlington Northern Railroad line out to the line of Ordinary High Water.

Management Objectives

This management unit is between the more intensely developed areas of Junction City and the more natural areas upriver. The long-term utilization of this area has not been determined by the estuary planning task force. In the short term, the area will remain in its present, somewhat undisturbed natural condition. Activities that hinder its natural characteristics, particularly its function as a natural water storage area, will not be allowed during this interim period.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following special conditions will also apply:

1. This management unit will automatically be reviewed by the estuary planning task force in their five year plan review. The purpose of this review will be to establish a final management classification for the management unit.

2. Any specific project proposals in this management unit will be reviewed by the estuary planning task force during their Annual Review.

MANAGEMENT UNIT 20
PLANNING AREA I

Management Category

CM - Conservancy Managed

Boundary Description

Western Boundary - Management Unit 19
Eastern Boundary - the eastern extension of Mox Chuck Slough to Chehalis River
Plan Boundary - Burlington Northern Railroad line out to the line of Ordinary High Water.

Management Objectives

This area will remain relatively undisturbed from its present natural condition. Continued use of the area for wildlife observation and hunting will be allowed. Activities that hinder its natural characteristics, particularly its function as a natural water storage area, will not be allowed.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following conditions will apply:

1. Extraction of aggregate resources in areas outside the river is allowed.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing	C	
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading		
	Groins	C	
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control		
	Special Activities	1	
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UR	
STRUCTURES	Piers Docks, Wharves	C	
	Piling & Mooring Dolphins	C	
	Bridges		
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing	C	
	Boathouses	A	
	Breakwater		
BANK	Diking		
	Bulkheading		
	Groins	C	
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities	1	
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 21
PLANNING AREA I

Management Category

UR - Urban Residential

Boundary Description

Western Boundary - Management Unit 20
Eastern Boundary - west side of Higgins Slough.
Plan Boundary - Burlington Northern Railroad line out to the line of Ordinary High Water.

Management Objectives

This is one of the few places in the river segment of Chehalis River where urban/suburban development is close to the river. Limited urban development will be allowed in this area. This area also provides limited opportunities for public access to the river. However, public access will be compatible with the natural characteristics of the management unit and adjacent areas.

Special Conditions

1. Extraction of aggregate resources in areas outside the river is allowed.

MANAGEMENT UNIT 22
PLANNING AREA I

Management Category

RA - Rural Agriculture

Boundary Description

Western Boundary - Management Unit 21
Eastern Boundary - west bankline of Wynoochee River.
Plan Boundary - Burlington Northern Railroad line out to the line of Ordinary High Water.

Management Objectives

This area will continue to be one of the few agricultural areas in the harbor region. Additionally, the area serves as one of the region's major source of aggregate. Agricultural practice and aggregate extraction will be done to maintain compatibility with the natural characteristics of the area.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following special conditions will also apply:

1. Extraction of aggregate resources in areas outside the river will be allowed.

2. Maintenance of existing dikes will be allowed.

3. New dikes may be appropriate to protect agricultural land provided they do not encroach into wetlands.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RA	
STRUCTURES	Piers Docks, Wharves	C	
	Piling & Mooring Dolphins	C	
	Bridges	A	
	Causeways	C	
	Outfalls		
	Cable/Pipeline Crossing	C	
	Boathouses		
	Breakwater		
BANK	Diking	2,3	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities	1	
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:		
	Allowed Activity	A
	Conditional Activity	C
	Special Conditions	1,3
	Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RL	
STRUCTURES	Piers Docks, Wharves	C	
	Piling & Mooring Dolphins	C	
	Bridges	A	
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing	C	
	Boathouses	C	
	Breakwater		
BANK	Diking	C	
	Bulkheading		
	Groins	C	
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities	1	
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 23
PLANNING AREA I

Management Category

RL - Rural Low Intensity

Boundary Description

Eastern Boundary - Confluence of Chehalis and Wynoochee Rivers.
Western Boundary - A point where the highway and Union Pacific Railroad line leave the parallel alignment of Chehalis River.
Plan Boundary - Union Pacific Railroad line out to the line of Ordinary High Water.

Management Objectives

Single residences on mixed land parcels are scattered throughout this management unit. Continuation and some expansion of these uses is appropriate within the guidelines of Standard Uses and Allowable Activities. However, any development activities will maintain compatibility with the natural characteristics of the management unit and adjacent areas.

Special Conditions

1. Extraction of aggregate resources in areas outside the river will be allowed.

MANAGEMENT UNIT 24
PLANNING AREA I

Management Category

CM - Conservancy Managed

Boundary Description

Eastern Boundary - Management Unit 23
Western Boundary - a line at the eastern edge of the Weyerhaueser property in Section 24 (T17N, R9W)..
Plan Boundary - The Union Pacific Railroad line out to the line of Ordinary High Water.

Management Objectives

This management unit is similar in character and use to Management Unit 20. Its relatively undisturbed, natural character will remain, with wildlife observation and hunting encouraged. Activities that hinder its natural characteristics, particularly its function as a natural water storage area, will not be allowed.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following conditions will apply:

1. Continued maintenance and/or redevelopment of the railbed will be allowed.

2. Reconstruction of the South Bank Road or new highway, while not in the management unit, will not be allowed north of the railroad rights-of-way.

3. Limited filling and erosion control measures will be allowed only as required for the reconstruction of the South Bank Road.

4. Extraction of aggregate resources in areas outside the river will be allowed.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins	A	
	Bridges	1-3	
	Causeways	1-3	
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading	1-3	
	Groins		
	Jetty		
	Special Project fills	1-3	
	Bankline Straightening		
	Bankline Erosion Control	1-3	
	Special Activities	4	
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UD	
STRUCTURES	Piers Docks, Wharves	A	
	Piling & Mooring Dolphins	A	
	Bridges	A	
	Causeways	3	
	Outfalls	4	
	Cable/Pipeline Crossing	4	
	Boathouses	C	
	Breakwater		
BANK	Diking	C	
	Bulkheading	C	
	Groins	C	
	Jetty		
	Special Project fills	1-3,5	
	Bankline Straightening	1-4	
	Bankline Erosion Control	1,3,4	
	Special Activities		
	New Access Channel	A	
	Channel/Berth Maint.	A	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 25
PLANNING AREA I/II

Management Category

UD - Urban Development

Boundary Description

Eastern Boundary - Management Unit 24.
Western Boundary - east side of Chehalis River Bridge.
Plan Boundary - Union Pacific Railroad line, Burlington Northern Railroad line and the connection of the two spurs off of the Burlington Northern Railroad at the northern bend of Chehalis River out to the line of Ordinary High Water.

Management Objectives

This is an area of heavy industrial development. Existing uses will continue with an emphasis on redevelopment of old facilities and reutilization of existing sites. Some new expanded development is envisioned in the eastern portion of the management unit although it will be done in a way that recognizes the need for a transition to the more natural areas immediately upriver.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following conditions will apply:

1. Maintenance of existing public boat ramps will be allowed.

2. Fills in the eastern undeveloped areas of an upland character will be allowed. Other fills within this management unit may be allowed provided they can meet applicable state and federal regulations. Specifically, bankline straightening is allowable from the extension of "E" Street, up-river to the existing discharge channel with a priority for such fills in the area immediately adjacent to the pulp mill.

3. Construction of the South Aberdeen flood control project is consistent with the objectives of this management unit.

4. Cable and pipeline crossings, outfalls, bankline straightening, and bankline erosion control will be allowed in that portion of Management Unit 25 within Planning Area II, and conditional in that portion of the management unit within Planning Area I.

5. Reconstruction of the South Bank Road or new highway, while not in the management unit, will not be allowed north of the railroad rights-of-way.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UD	CM
STRUCTURES	Piers Docks, Wharves	A	2,4
	Piling & Mooring Dolphins	2,4	2,4
	Bridges	A	A
	Causeways	A	
	Outfalls	A	A
	Cable/Pipeline Crossing	A	A
	Boathouses		
	Breakwater		
BANK	Diking	A	3-5
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills	1,4,6-10	
	Bankline Straightening		
	Bankline Erosion Control	C	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 26
PLANNING AREA II/IV

Management Category

UD/CM - Urban Development/Conservancy Managed

Boundary Description

Eastern Boundary - Management Unit 25
Western Boundary - the east bank of Chapin Creek.
Split Unit Boundary - the Burlington Northern Railroad line.
Plan Boundary - the Burlington Northern Railroad line westerly to the line between Sections 16 and 17, T17N, R9W, thence southerly to the Westport Highway, following the highway west to the western management unit boundary.

Management Objectives

This is a particularly critical management unit in that, along with areas within Management Unit 12, it represents one of the areas where the region's new industrial expansion will occur. At the same time, the management unit is adjacent to areas that contain critical resources for upriver fish migration and feeding. Additionally, two upland creeks with significant adjacent habitat traverse the area. An alternative sites analysis has determined that this management unit may be well suited for the relocation of Bowerman Airfield. Such relocation in this management unit is appropriate provided that at the time of 404 permit evaluations, other alternative sites are found to be not practicable. Preservation of the development potential and some of the important resource values is the key to the future use of this management unit.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following conditions also apply:

1. On the landward side of the railroad line, development will be allowed consistent with the standard uses for the Urban Development classification. In the development of those areas, fisheries and riparian habitat values will be maintained.

2. On the water side of the railroad line, limited development of inwater structures will be allowed in direct support of uses within the Urban Development area.

3. The existing treatment ponds and the Saginaw Mill site, in the Conservancy Managed area waterward of the railroad line, are permitted uses. Maintenance of the bankline of the treatment ponds and railroad line will also be allowed. Should there be changes in state or federal regulations or permit requirements for waste treatment, priority in meeting those standards will be for treatment within the existing bermed enclosures so as to protect the adjacent salt marsh areas. If it can be demonstrated that there are no practicable alternatives to meet treatment or permit standards, some limited expansion into adjacent wetlands may be permitted subject to the normal requirements of section 404.

4. While development activity is allowed throughout this management unit, the overriding interest is in the preservation of the existing salt marsh areas. Modification of those areas will only be possible as necessary to build structures or maintain banklines as specified in the preceding conditions.

5. Construction of the South Aberdeen flood control project is consistent with the objectives of this management unit.

6. With any new fill, a 50 foot, no fill/no development buffer will be maintained or redeveloped as part of the basis for maintaining fisheries and riparian values along the main stems of Charley and Newskah Creeks.

7. Fills that may be allowable within the Urban Development portion of this management unit are tied to several of the Implementation Conditions in Management Unit 12. Based on information obtained subsequent to the release of PDEIS on the Draft Estuary Management Plan, on-site wetland resource values may be greater than earlier information had identified. A final evaluation of wetland resource values will be made during the permit process. Should those resource values significantly exceed previously identified values, some Level V mitigation may be required in accordance with the mitigation policy.

   Filling in Management Unit 26 relates to the following actions in Management Unit 12:

   a. The prohibition of the discharge of dredged or fill materials in certain portions of Area 1 under the authority of Section 404(c),

   b. The formula for transfer of Area 1 to the State Department of Game, and

   c. The actual transfer of a portion of Area 1 to the State Department of Game.

8. At such time as a permit is approved for filling in Management Unit 26 (see also discussion in Management Unit 12), the Port of Grays Harbor will apply, under the provisions of Section 404(c) of the Clean Water Act to the Environmental Protection Agency and the Corps of Engineers to designate Area 1 in Management Unit 12, north of the Bowerman Peninsula, west to the old trestle line (exclusive of Area 7), as lands where the placement of dredged or fill materials will be prohibited. The application will be made at the time of application for a fill permit in Management Unit 26. The 404(c) action will not be finalized until approval of the permit for fill in Management Unit 26.

9. It has been estimated that the total potential wetlands fill within the Urban Development portion of Management Unit 26 equals 75 acres. The exact acreage of fill within this management unit will be added to the potential 489 acres of fill within Management Unit 12 to establish a ratio of acres filled to acres transferred from Area 1 to the State Department of Game. As specified in the Implementation Conditions for Area 1, Management Unit 12, this ratio is approximately 1,711 acres to 564 acres or approximately 3.0 acres in Area 1 to 1 acre of fill in either Management Unit 12 or 26.

10. Ultimately, when filling occurs in Management Unit 26, a proportional amount (3.0 acres: 1 acre) of Area 1 will be transferred in fee title to the State Department of Game. Such transfer, however, will not occur until a permit is issued for fill in Area 2, Management Unit 12. If, 20 years after a permit is issued for fill in Management Unit 26, no permit has been issued for fill in Area 2, Management Unit 12, a proportional amount of Area 1, Management Unit 12, will be tranferred to the State Department of Game for the acreage filled in Management Unit 26.

MANAGEMENT UNIT 27
PLANNING AREA IV

Management Category

RL - Rural Low Intensity

Boundary Description

Eastern Boundary - Management Unit 26.
Western Boundary - state property boundary on the southern line of Section 36 (T17N, R11W).
Plan Boundary - Burlington Northern Railroad line.

Management Objectives

Scattered residences exist throughout this general area although few, if any, exist on the water side of the railroad line. Continued development of this general character is considered appropriate in this management unit.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RL	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins	C	
	Bridges		
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UD	CM
STRUCTURES	Piers Docks, Wharves	A	1,2
	Piling & Mooring Dolphins	A	1,2
	Bridges	4	4
	Causeways		
	Outfalls	C	C
	Cable/Pipeline Crossing	C	3
	Boathouses	C	
	Breakwater		
BANK	Diking		
	Bulkheading	C	
	Groins		
	Jetty		
	Special Project fills	4	4
	Bankline Straightening		
	Bankline Erosion Control	C	5
	Special Activities		
	New Access Channel	C	C
	Channel/Berth Maint.	C	C

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 28
PLANNING AREA IV

Management Category

UD/CM - Urban Development/Conservancy Managed

Boundary Description

Eastern (North) Boundary - Management Unit 27
Western (South/East) Boundary - Westport Highway to a line just east of the west line of Section 1 (T16N, R11W) to the intersection of the small slough with Johns River, approximately 800 feet east of the Westport Highway Bridge.
Split Unit Boundary - line of non-aquatic vegetation.
Plan Boundary - the Burlington Northern Railroad line and the northern quarter section line of Section 1 (T16N, R11W), the northern boundary line of the Johns River Wildlife Recreation Area.

Management Objectives

This is one of the few industrial areas outside of the greater Aberdeen/Hoquiam area. The existing agricultural processing facility is important to the continued viability of the region's cranberry crops. Continuation of that activity and other necessary supporting facilities is appropriate as are the present oyster plants. This is also an area of significant wetlands and thereby creates a potential for conflict. While the management philosophy expressed by the definition of Conservancy Managed appropriately fits this area, the permitted conditional uses of CM do not automatically fit the unique circumstances in this management unit and the adjacent uplands.

Special Conditions

In addition to the Standard Uses and Allowable Activities, the following special conditions will also apply:

1. Maintenance of existing oyster docks and facilities is considered appropriate.

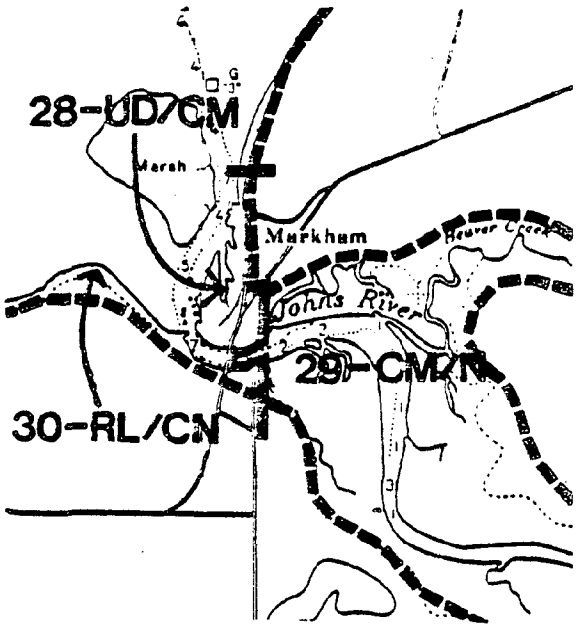
2. Development of a limited number of new docks and piers in direct support of adjacent, upland water dependent uses is

considered appropriate. Under such circumstances, special design and construction measures may be required to minimize destruction or modification of the wetlands.

3. A utility corridor for cable and pipeline crossing is allowable adjacent and parallel to the highway bridge.

4. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial loss of aquatic habitat. In the event substantial losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.

5. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.



ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	N
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges	2	2
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking	C	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills	2	2
	Bankline Straightening		
	Bankline Erosion Control		
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 29
PLANNING AREA IV

Management Category

CM/N - Conservancy Managed/Natural

Boundary Description

Northern Boundary - Management Unit 28
Southern Boundary - the extension of Johns River Road
Split Unit Boundary - line of non-aquatic vegetation (Section 404)
Plan Boundary - a line 200 feet landward from the line of non-aquatic vegetation or the boundary line of the Johns River Game Range, whichever is greater, including all of the water area to the western boundary of Management Unit 28. (See sketch in Management Unit 28.)

Management Objective

The Johns River area is one of the prime natural areas in the estuary. This management unit will be so managed and will ensure that an adequate buffer exists to minimize any potential negative effects of activities on adjacent lands.

The diked portions of this management unit will be managed under a Conservancy designation.

Special Conditions

In addition to Standard Uses and Permitted Activities, the following special conditions will also apply:

1. Maintenance of the existing public boat ramp is allowed.

2. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial loss of acquatic habitat. In the event such losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.

3. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.

MANAGEMENT UNIT 30
PLANNING AREA IV

Management Category

RL/CN - Rural Low Intensity/Conservancy Natural

Boundary Description

Eastern Boundary - Management Unit 29.
Western Boundary - east side of the intersection of Redman Slough with the estuary. (See sketch in Management Unit 28.)
Split Unit Boundary - line of non-aquatic vegetation.
Plan Boundary - the old railroad grade.

Management Objectives

This management unit will continue to serve as a low intensity rural area with scattered homes and generally sparse development. In addition, significant wetland areas exist within this management unit and will be preserved.

Special Conditions

In addition to Standard Uses and Allowed Activities, the following special conditions will also apply:

1. A limited number of small private docks will be allowed in conjunction with upland residences.

2. Maintenance of existing boathouses is allowed.

3. A utility corridor for cable and pipeline crossing is allowable adjacent and parallel to the highway bridge.

4. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that subtantial improvements would involve substantial loss of acquatic habitat. In the event such losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.

5. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RL	CN
STRUCTURES	Piers Docks, Wharves	A	1
	Piling & Mooring Dolphins		
	Bridges	A	4
	Causeways		
	Outfalls	C	C
	Cable/Pipeline Crossing	A	3
	Boathouses	C	2
	Breakwater		
BANK	Diking	C	
	Bulkheading	C	
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	C	5
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.	A	C

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RA	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins	C	
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking	1	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	C	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 31
PLANNING AREA IV/VII

Mangement Category

RA - Rural Agriculture

Boundary Description

Eastern Boundary - Management Unit 30
Western (South) Boundary - the straight line extension of the east-west segment of the Westport Highway in Section 9 (T17N, R11W).
Plan Boundary - 200 feet from O.H.W. and associated wetlands

Management Objectives

This management unit will continue to serve as an agricultural area with scattered farm homes.

Special Conditions

In addition to Standard Uses and Allowabale Activities, the following special conditions will also apply:

1. Maintenance of existing dikes is allowed.

MANAGEMENT UNIT 32
PLANNING AREA VII

Management Category

RL - Rural Low Intensity

Boundary Description

Northern Boundary - Management Unit 31
Southern Boundary - southern line of Section 16 (T16N, R11W).
Plan Boundary - Westport Highway.

Management Objectives

This area will continue to be used for low intensity residential on scattered mixed land parcels.

Special Conditions

In addition to Standard Uses and Allowed Activities, the following special conditions will also apply:

1. Maintenance of existing dikes is allowed.

2. A limited number of small private docks will be allowed in conjunction with upland residences.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RL	
STRUCTURES	Piers Docks, Wharves	2	
	Piling & Mooring Dolphins	C	
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking	1	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	C	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UM	CM
STRUCTURES	Piers Docks, Wharves	A	1
	Piling & Mooring Dolphins	A	1
	Bridges	A	3
	Causeways		
	Outfalls	C	C
	Cable/Pipeline Crossing	A	2
	Boathouses	C	1
	Breakwater		
BANK	Diking	C	
	Bulkheading	C	
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	5	5
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.	A	C

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 33
PLANNING AREA VII

Management Category

UM/CM - Urban Mixed/Conservancy Managed

Boundary Description

Northern Boundary - Management Unit 32
Eastern Boundary - a line approximately 500 feet east of a local service road intersection with the shoreline at Beardslee Slough.
Split Unit Boundary - line of non-aquatic vegetation.
Plan Boundary - Westport Highway and a line approximately 250 feet north of local service road on the east side of the highway. (See sketch this Management Unit.)

Management Objectives

This small management unit encompasses the unincorporated community of Bay City. Because of its relationship to the Elk River Bridge and Westport Highway, it represents a good location for local highway service uses. The designation of this management unit as Urban Mixed will allow some limited expansion of those activities. The full range of Standard Uses allowed in Urban Mixed is not appropriate in this area.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following special conditions will also apply:

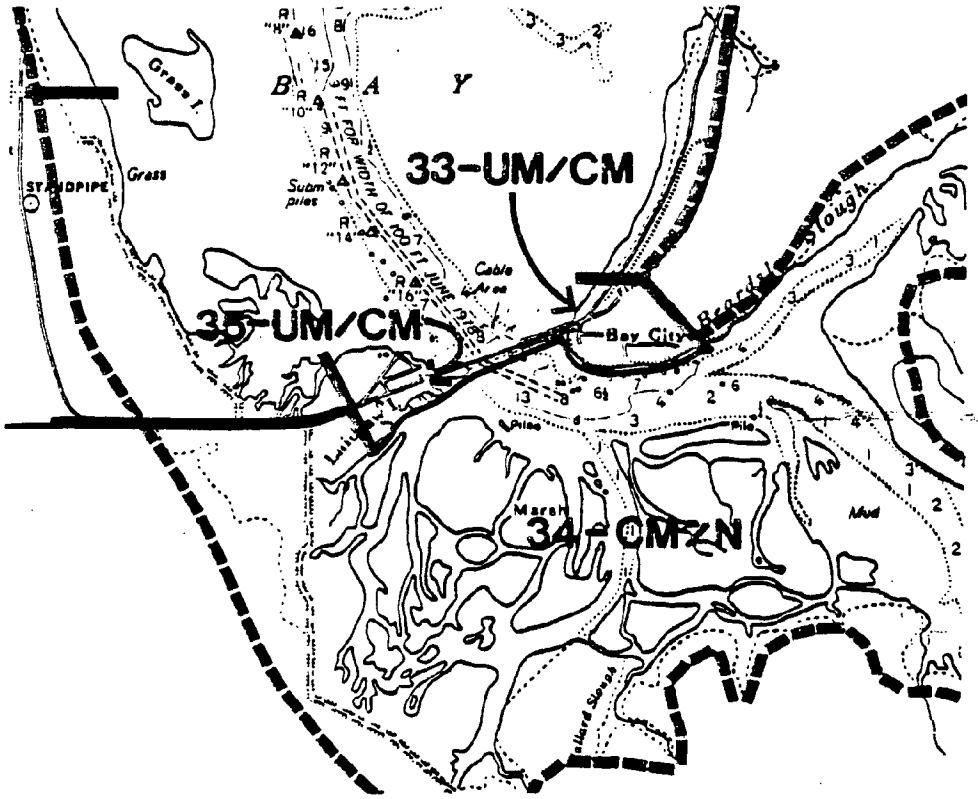
1. Small, private boat docks associated with upland residences are allowed.

2. A utility corridor for cable and pipeline crossing is allowable adjacent and parallel to the highway bridge.

3. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial of acquatic habitat. In the event substantial losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.

4. Unless otherwise described, designated activities allowed in the Conservancy Managed area must directly support allowable activities in the Urban Managed portion of the management unit.

5. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.



ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	N
STRUCTURES	Piers Docks, Wharves	C	
	Piling & Mooring Dolphins	C	1-3
	Bridges	C	
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking	C	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	7	7
	Special Activities	*	
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	
See Text	*

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 34
PLANNING AREA VII

Management Category

CM/N - Conservancy Managed/Natural

Boundary Description

Eastern Boundary - Management Unit 33
Western Boundary - Westport Highway.
Split Unit Boundary - line of non-aquatic vegetation and all water area to the Westport Highway Bridge. (See sketch in Management Unit 33.)

Management Objectives

This is one of the significant natural areas in the estuary. The Elk River tideflats and water area contain some of the most significant wildlife populations and habitat. Classification of this as a natural area will not preclude its use for wildlife observation and hunting but will ensure that the natural characteristics are preserved. The management concept also establishes a buffer area around the natural designation to ensure maximum compatibility with adjacent uses.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following special conditions also apply:

1. While the intent of this management designation is to keep the area in its present natural condition, continuation and limited expansion of certain existing uses and activities such as oyster culture is considered appropriate.

2. Stake and bottom oyster culture are allowable methods.

3. Limited raft oyster culture is considered appropriate.

4. Maintenance of existing boat ramps is allowed.

5. The Natural boundary extends to the alignment of the Westport Highway bridge, except in relation to allowable uses and activities associated with Management Units 33 and 35. (See sketch in Management Unit 33)

6. Those activities allowed in Management Units 35 and 33 that require intrusion into this management unit are also allowed provided they are done in a way that is consistent with the natural character and management objectives of this management unit and through the conditional use process.

7. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UM	CM
STRUCTURES	Piers Docks, Wharves	C	C
	Piling & Mooring Dolphins	A	C
	Bridges	A	2
	Causeways		
	Outfalls	C	C
	Cable/Pipeline Crossing	A	1
	Boathouses	C	3
	Breakwater	C	
BANK	Diking	C	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	4	4
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.	C	C

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 35
PLANNING AREA VII

Management Category

UM/CM - Urban Mixed/Conservancy Managed

Boundary Description

Western Boundary - a line located 200 feet west of the intersection of the local service road and the Westport Highway, drawn generally north-south across the point of land at the west end of the Elk River Bridge.

Split Unit Boundary - line of non-aquatic vegetation.

Management Objectives

This management unit is similar to Management Unit 33. It is designed as a small area of mixed urban uses taking advantage of its unique location at the highway and the bridge. It is not expected that this area will take on the intensity or full character of the Bay City side of the bridge. Several areas of significant wetlands exist within this management unit and will be preserved.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following special conditions will also apply:

1. A utility corridor for cable and pipeline crossing is permitted adjacent and parallel to the highway bridge.

2. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial loss of acquatic habitat. In the event substantial losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.

3. Maintenance of boathouses and skidways is permitted.

4. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.

MANAGEMENT UNIT 36
PLANNING AREA VII

Management Category

RL/CM - Rural Low Intensity/Conservancy Managed

Boundary Description

Southern Boundary - Management Units 34* and 35
Northern Boundary - Westport city limits, generally defined by the half section line in Section 18 (T16N, R11W).
Split Unit Boundary - line of non-aquatic vegetation (Section 404).
Plan Boundary - a line 200 feet landward from the line of non-aquatic vegetation (Section 404).

Management Objectives

This is a transition management unit between the natural areas to the south and the urban areas of Westport to the north. The management philosophy of this unit preserves the shoreline area in a relatively undisturbed condition. The landward portion of the unit is intended to remain a low intensity use area.

* The Westport Highway traveling west from the Elk River Bridge is within Management Unit 34. The highway may also be within Management Unit 36, depending on the exact location of the line of non-aquatic vegetation. In all cases, the highway is subject to the following special condition:

Special Conditions

1. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial loss of acquatic habitat. In the event substantial losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	RL	CM
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		C
	Bridges	1	1
	Causeways		
	Outfalls	C	C
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking	C	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	C	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UM	CM
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways	C	
	Outfalls	C	C
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking	C	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	C	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 37
PLANNING AREA VIII

Management Category

UM/CM - Urban Mixed/Conservancy Managed

Boundary Description

Southern Boundary - Management Unit 36
Northern Boundary - Pacific Avenue.
Split Unit Boundary - the line of non-aquatic vegetation (Section 404).
Plan Boundary - a line approximately 200 feet landward of the line of non-aquatic vegetation.

Management Objectives

This management unit is intended to establish an eastern line of limitation for the expanding urban areas of Westport. There is considerable salt marsh in the eastern portion of the management unit and will be preserved in its natural conditions.

MANAGEMENT UNIT 38
PLANNING AREA VIII

Management Category

UM/CN - Urban Mixed/Conservancy Natural

Boundary Description

Southern Boundary - Management Unit 37
Northern Boundary - the line between the City of Westport Airport property and the lands owned by the Port of Grays Harbor. This line is further defined by a drainage ditch between the two properties.
Split Unit Boundary - the line of non-aquatic vegetation (Section 404).
Plan Boundary - a line 200 feet landward of the line of non-aquatic vegetation.

Management Objectives

This management unit contains considerable salt marsh areas as well as the existing Westport Airport. Both uses are important to the local area and the regional economy and both will be preserved.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following conditions also apply:

1. Filling to raise the Westport airfield to provide for its year around use is allowed in this Management Unit. The existing facility encompasses an area approximately 200 feet x 2100 feet which is further identified by "X" shaped white markers at the northern and southern ends of the runway. These markers are visible on U.S. Army Corps of Engineers Surveillance Photo #S83020 96-1, 26 May 1983. Based on current information, raising of the airfield would not have an unacceptable adverse impact on the ecosystem, including wetlands.

2. Regarding the marina expansion project in Management Unit 39, one of the important considerations in evaluating final design options will be the ability to obtain adequate flushing within the marina to maintain water quality conditions necessary to protect aquatic resources. It is possible that considering design options which would achieve better flushing characteristics, very

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UM	CN
STRUCTURES	Piers Docks, Wharves		2
	Piling & Mooring Dolphins		C
	Bridges		
	Causeways		
	Outfalls	C	C
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking	C	1,2,3
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills	1	1
	Bankline Straightening		
	Bankline Erosion Control	C	3
	Special Activities	C	1,2
	New Access Channel	2	2
	Channel/Berth Maint.	2	2

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

limited encroachment into Management Unit 38 might be considered. However, encroachment into Management Unit 38 will not be allowed if another alternative to protecting water quality for fisheries resources, such as artificial aeration or basin redesign, is feasible. Any suspected water quality problems must be clearly demonstrated through physical or mathematical modelling, or other appropriate methods. This determination will be made by EPA, Corps of Engineers and state and federal resources agency personnel at the time marina design options and alternative methods for maintaining water quality are evaluated. Level V Mitigation would be required for any loss of wetlands in Management Unit 38 associated with this special condition.

3. Bankline Erosion Control and Diking will be allowed only in conjunction with other allowed activities.

MANAGEMENT UNIT 39
PLANNING AREA VIII

Management Category

UM - Urban Mixed

Boundary Description

Southern Boundary - Management Unit 38
Western Boundary - a point where the old railroad grade intersects with the shoreline of the western side of Point Chehalis.
Plan Boundary - State Highway and Jetty Haul Road.
Eastern Boundary - the waterward boundary includes all of the water area of the existing marina and protective breakwater.

Management Objectives

This is the most intensely developed management unit in this portion of the estuary. Because of its unique location in the harbor, it is anticipated that this area will be the focus for the harbor's commercial and sport fishing industry. Its unique location at the mouth of the harbor along with equally unique stable soils, also make this area well suited for water dependent industrial development. Intensive use of the shoreline and adjacent areas is envisioned for both activities. While it is not intended that water dependent industrial development in the area would preclude expansion of the present marina, if such development should preclude future marina expansion, a plan amendment and Level V mitigation would be required to accommodate a new marina site.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following conditions will also apply:

1. The new marina is will be allowed in the southeastern portion of the management unit.

2. The project is envisioned to involve a plan generally consistent with the size identified in Alternative 2, the Public Brochure released by the Corps of

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	UM	
STRUCTURES	Piers Docks, Wharves	A	
	Piling & Mooring Dolphins	A	
	Bridges		
	Causeways		
	Outfalls	5	
	Cable/Pipeline Crossing		
	Boathouses	A	
	Breakwater	A	
BANK	Diking	C	
	Bulkheading	3,6	
	Groins	A	
	Jetty	A	
	Special Project fills	1-4,6	
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities	C	
	New Access Channel	A	
	Channel/Berth Maint.	A	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

Engineers entitled, Alternatives and Their Pros and Cons, Small-Boat Basin, Grays Harbor, Washington, Area A - Westport, Draft #3, September, 1973. While such a project must meet applicable local, state and federal regulations, it is not considered an unacceptable adverse impact in the context of the total Estuary Management Plan.

3. Filling and bulkheading as may be required by the Westport Marina Expansion Plan is allowed including necessary reconstruction of existing docks, breakwater, or other existing facilities to permit optimum use of the existing marina.

4. Design options that are developed and evaluated as a part of the marina expansion permit may be constrained by factors in Management Unit 38. Prior to any final evaluations, the conditions and management objective of that Management Unit should be reviewed for compliance.

5. Continued operations and maintenance of the existing outfall in this management unit is allowed. New outfalls will not be allowed unless it can be demonstrated that they would not adversely affect water quality in Management Unit 38.

6. No more than 5 acres of wetland fill may be allowed for water dependent industrial development in this management unit. In any case, the total impacts associated with any water dependent industrial development which exceeds the impacts anticipated by the planned marina expansion will require Level V mitigation for the excess impacts.

MANAGEMENT UNIT 40
PLANNING AREA VIII

Management Category

CM - Conservancy Managed

Boundary Description

Eastern Boundary - Management Unit 39
Western Boundary - the western terminus of the south jetty ruins.
Plan Boundary - the Jetty Haul Road.

Management Objectives

This management unit is similar to Management Unit 1 and is intended for public recreational uses.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	
STRUCTURES	Piers Docks, Wharves	C	
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater	A	
BANK	Diking		
	Bulkheading		
	Groins	A	
	Jetty	A	
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	A	
	Special Activities		
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	N	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control		
	Special Activities	1,2	
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 41
PLANNING AREA V

Management Category

N - Natural

Boundary Description

The general zone around Goose and Sand Islands, specifically the Department of Natural Resources' Scientific Preserves plus an area equal to an additional ½ mile around the islands.

Management Objectives

This is intended as a natural area for wildlife habitat enhancement and preservation.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following special conditions apply:

1. Oyster culture consistent with the purposes of the Natural classification and the management objective is allowed.

2. Commercial fishing is allowed.

MANAGEMENT UNIT 42
PLANNING AREA IV

Management Category

CN - Conservancy Natural

Boundary Description

The general area known as Whitcomb Flats.

Management Objectives

This area is to remain relatively undisturbed. The area contains some valuable oyster beds, however, which will continue to be viewed as an important resource for protection and harvesting.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following special conditions also apply:

1. While this management unit is to remain predominantly undisturbed, continued use of the area for oyster culture and commercial fishing is allowed.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CN	
STRUCTURES	Piers Docks, Wharves		
	Piling & Mooring Dolphins		
	Bridges		
	Causeways		
	Outfalls		
	Cable/Pipeline Crossing		
	Boathouses		
	Breakwater		
BANK	Diking		
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control		
	Special Activities	1	
	New Access Channel		
	Channel/Berth Maint.		

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	
STRUCTURES	Piers Docks, Wharves	C	
	Piling & Mooring Dolphins	A	
	Bridges		
	Causeways		
	Outfalls	C	
	Cable/Pipeline Crossing	A	
	Boathouses		
	Breakwater		
BANK	Diking	C	
	Bulkheading		
	Groins		
	Jetty		
	Special Project fills		
	Bankline Straightening		
	Bankline Erosion Control	C	
	Special Activities	1-3	
	New Access Channel		
	Channel/Berth Maint.	C	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 43
PLANNING AREA III

Management Category

CM - Conservancy Managed

Boundary Description

The Rennie Island area including the dredge spoils island to the west out to the line of Ordinary High Water.

Management Objectives

This area has served as a dredge materials disposal area and as a waste treatment pond for many years. While dredge spoiling will continue in the area for some time, the long term use will be for wildlife and water fowl habitat enhancement and development.

There may be opportunity to use dredged materials in this area to develop marsh habitat through experimental management programs.

Special Conditions

In addition to Standard Uses and Allowable Activities, the following conditions will also apply:

1. In the area currently used for waste treatment ponds, inlet pipes and outfall structures may continue to be used in support of requirements of state and federal waste discharge permits.

2. The disposal of dredged materials will be allowed to continue in those areas presently authorized.

3. Experimental resource utilization and habitat development programs such as those currently available through the Corps of Engineers may be pursued subject to design and review by state and federal resource agencies.

MANAGEMENT UNIT 44
PLANNING AREA

Management Category

CM - Conservancy Managed

All the water and tideland area waterward of the Ordinary High Water Line not included in other designated management units (see Special Conditions below also).

Management Objectives

This special management unit includes all the remaining area within the estuary not covered by other management units. It is essentially all the water area and is intended to be managed for multiple uses within an overriding "conservancy" designation. The conservancy designation is designed to protect areas for purposes that directly use or depend on natural systems. Activities which occur in the estuary should therefore be compatible with those natural systems in order to maintain the carrying capacity and biological productivity of the bay. Because those systems are easily upset by man-made disturbances, special conditions are imposed to ensure that activities are carried out in a manner which does not reduce or degrade these estuarine resources.

* Special Conditions

1. Activities in Unit 44 will be compatible with the natural system. For example, areas of significant fish and wildlife habitat will be managed to ensure continued biological productivity. Where consistent with resource capabilities, high-intensity water-dependent recreation, dredging, and other water-dependent uses will be allowed. Thus, those uses that depend on the water area (e.g., shipping and fishing) and the activities that support those uses (maintenance dredging, navigation aids, etc.) are considered appropriate to the Management Unit. While the definition of Conservancy Managed is appropriate to this management unit, the set of Standard Uses normally assigned to this category are not. Therefore, a special column is added to the Standard Use Table on Page 114 for Management Unit 44.

ALLOWABLE ACTIVITIES

	MANAGEMENT CATEGORY	CM	
STRUCTURES	Piers Docks, Wharves	*	
	Piling & Mooring Dolphins	C	
	Bridges	*	
	Causeways	*	
	Outfalls	*	
	Cable/Pipeline Crossing	*	
	Boathouses	*	
	Breakwater	*	
BANK	Diking	*	
	Bulkheading	*	
	Groins	*	
	Jetty	*	
	Special Project fills	*	
	Bankline Straightening	*	
	Bankline Erosion Control	*	
	Special Activities	*	
	New Access Channel	*	
	Channel/Berth Maint.	A/8	

Legend:	
Allowed Activity	A
Conditional Activity	C
Special Conditions	1,3
Not Allowed	
See Text	*

STANDARD USES
See Standard Use Table

2. All allowable uses and activities occurring in Management Unit 44, that do not require direct upland support and that require a construction permit, are conditional uses.

3. Uses allowed in shoreline management units that are water dependent/related and/or require some form of access into Management Unit 44 are allowed in Management Unit 44 only to the extent necessary to provide that access and/or only to the extent covered in other Special Conditions. Berth maintenance dredging, unless specified in the Allowable Activities table of a shoreline management unit, is not allowed. In such circumstances, access will be allowed through pile-supported piers and docks or through comparable facilities of less or no greater impact.

4. Experimental resource and habitat development programs such as those currently available through the Corps of Engineers may be pursued provided that such programs do not interfere with uses and activities allowed in adjacent management units. Any such programs will be subject to review and approval by state and federal resource agencies.

5. Extraction of aggregate resources in Chehalis River above Cosmopolis is allowed under the following conditions:

   a. The extraction of aggregate for channel and berth maintenance is allowable.

   b. Extraction of aggregate within the river but not as a part of channel maintenance may be allowed providing that:
      1) there are no alternative sources of aggregate within the general Montesano, Aberdeen, Hoquiam, or Cosmopolis area;
      2) water quality standards can be met;
      3) there will be no adverse impacts on fish habitat or seasonal fish runs.

6. Realignment or improvement of the authorized federal navigation channel is neither allowed nor prohibited by this plan. Instead, such activities will be considered through existing procedures.

7. Maintenance, reconstruction and/or replacement and widening of the bridge and transportation corridor is allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial loss of aquatic habitat. In the event substantial losses may occur with such improvements, Level V mitigation may be required since the plan would be otherwise out of balance.

8. EPA authorized in-water dredged material disposal sites are allowable in this management unit consistent with meeting all designation criteria.

9. Log rafting consistent with the Log Rafting policy is allowed in this management unit.

STANDARD USES

LEGEND:

● Appropriate Uses

○ Uses that may be appropriate depending on circumstances within specific management units

— Uses that would be generally inappropriate within designated management units

		NATURAL		CONSERVANCY		RURAL		URBAN		MANAGEMENT UNIT NO. 40
		N	CN	CM	RL	RA	UR	UD	UDA	
PORT FACILITIES	Dock and Warehouse Facilities						○	●	●	○
	Port Terminal Facilities							●	○	○
	Ship Berthing							●	○	○
	Barge Berthing							●	○	○
	Ship Construction and Repair							●	○	○
	Navigational Aids	○	○	●	●	●	●	●	●	○
MANUFACTURING AND OTHER	Heavy Industry							●	○	
	Light Industry						○	●	●	
	Water Dependent Industry						○	●	●	○
	Forest Products Processing							●	○	
	Mineral Extraction and Storage			○	●	●		●	○	○
TRANSPORTATION	Ferry Terminal			○	●	●	●	●	●	○
	Shipping							●	○	○
	Roads and Railroads		○	○	●	●	●	●	●	
	Airports				○	○	○	●	●	
	Overhead Utility Corridor		○	○	●	●	●	●	●	○
	Submerged Utility Corridor		○	○	○	○	●	●	●	○
FOOD INDUSTRY	Commercial Fishing (Incl. Shellfish)	○	●	●	○	○				○
	Oyster Culture	○	●	●	○	○				○
	Aquaculture	○	●	●	○	○		●	●	○
	Fish and Food Processing			○	○	○	○	●	●	○
COMMERCIAL	Motel						●		●	
	Boat Sales, Construction and Repair						●	●	●	○
	Restaurant				●	○	●		●	
	Marina				○		●	●	●	○
	Other Commerical						○		●	
RECREATION	Public Fishing Areas	●	●	●	●	●	●	●	●	○
	Water Dependent Hunting	●	●	●	●	●				○
	Pleasure Boating	●	●	●	●	●	●	●	●	○
	Camping		○	●	●	○	○		○	
	Public Boat Ramp		○	●	●	○	●	●	●	○
	Park/Parkway, Other Public Access	○	○	○	●	○	●	●	●	○
RESIDENTIAL	Floating Homes						○		○	○
	Urban/Suburban						●		●	
	Rural Low Intensity (Scattered)			○	●	○	●			
	Rural Agricultural (Farm House)			●	○	●				
AGRICULTURE	Major Cultivated Crops					●				
	Passive Agriculture			●	●	●				
	Subsistence/Local Market Farming		○	●	●	●				
	Tree Farm		○	●	●	●				
NATURAL AREAS	Estuarine and Marine Sanctuaries	●	●	○						○
	Wildlife Refuges	●	●	●	●					○
	Living Resource Production and Habitat	●	●	●	●	●	●	●	●	○

APPENDIX E
CITIZEN PARTICIPATION PROCEDURES

1.1 Substantive: A Citizen Estuary Advisory Council is established as a part of the Grays Harbor Estuary Planning Process. The following outlines the purpose, composition and procedures for the Council.

(1) Purpose:
- a. To advise the Grays Harbor Estuary Task Force at Task Force meetings and Task Force sub-committee meetings,
- b. To monitor the adoption of the Grays Harbor Estuary Management Plan through amendments to local Shoreline Master Programs and to advise the Grays Harbor Estuary Task Force on issues identified through that process,
- c. To monitor proposed amendments to the Grays Harbor Estuary Management Plan and to advise the Grays Harbor Estuary Task Force on proposed plan amendments,
- d. To advise the Grays Harbor Estuary Task Force at their Annual and Five Year Reviews.

(2) Composition:
- a. One (1) representative from a local chapter of a state or national environmental orgainzation,
- b. One (1) representative from a state or national environmental organization,
- c. Two (2) representatives from local business interests,
- d. Two (2) citizens at large who reside within the jurisdiction of a local government participating on the Estuary Task Force, and who have knowledge of land and water use issues and permitting procedures.

(3) Formation:
The Citizens Estuary Advisory Council is established under the authority of the Grays Harbor Regional Planning Commission as an advisory group to the Grays Harbor Estuary Task Force. Upon request of the Commission, the representative from a local chapter of a state or national environmental organization shall be appointed by the local chapter. Also upon request by the Commission, the Washington Environmental Council shall appoint the representative from a state or national environmental organization. All other members shall be appointed by the Commission. The terms of the members shall be two years. Any member may not be appointed to more than three consecutive terms.

(4) Meetings:
- a. The Council shall meet at least once each calendar year,
- b. The Council shall meet prior to each Task Force and Task Fource Sub-committee meeting,
- c. The Council shall meet as often as necessary to accomplish its purpose.

(5) Procedures:
- a. The Council shall select a chair and establish rules of procedure and notice,
- b. The Council shall make an annual report of its activities and findings to the Grays Harbor Regional Planning Commission,
- c. A representative of the Council shall participate in Task Force or Task Force sub-committee meeetings as an ex-officio member. The repreesentative shall be named by the Council.

(6) Staff Support:
The Grays Harbor Regional Planning Commission shall provide staff support to the Council. The Commission shall provide Council members with all materials provided to the Task Force.

1.2 Procedural:

(1) Task Force and Sub-Committee Meetings: Citizens will be allowed to participate in meeting discussions as recognized and managed by the chair. In addition, a fifteen minute general comment period will be provided for citizen comments on any subject at the beginning of each session (e.g. at morning, afternoon, and evening sessions). Also, a fifteen minute comment period will be provided at the beginning of Task Force or sub-committee discussion on each new issue.

(2) Public Notification: The Grays Harbor Regional Planning Commission will provide notification of meetings and other events and activities relating to the Estuary Management Plan to the Estuary Task Force, Citizens Estuary Advisory Council, the local press and other individuals and organizations who have requested such notification in writing. Groups and agencies are encouraged to provide further distribution of such notices through their own newsletters or other notification processes.

Because of costs, material that accompanies any notification will be mailed only to the Estuary Task Force, Citizens Estuary Advisory Council and the local press. All material will be available for review at the offices of the Grays Harbor Regional Planning Commission and available upon written request. Reproduction costs will be charged to those requesting this additional material. Groups and agencies are encouraged to duplicate these materials and distribute them through their own distribution channels.

NOAA COASTAL SERVICES CENTER LIBRARY
3 6668 14103 8176