SHORELINE ACCESS OPPORTUNITIES ON THE GRAYS HARBOR ESTUARY

JUNE 1986

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Executive Summary

CHAPTER 1
EXECUTIVE SUMMARY

This study is a compilation of information on shoreline access opportunities around the Grays Harbor estuary, and includes recommendations for increasing availability of such access. The plan was prepared by the Grays Harbor Shoreline Access Citizen Advisory Committee, as assembled by the Grays Harbor Regional Planning Commission. The Commission provided staff support through funds made available by the Washington State Department of Ecology's Coastal Zone Management (Section 306) monies.

The planning process for the study emphasized citizen input regarding shoreline access needs around Grays Harbor through the formulation of the Citizen Advisory Committee and the community-wide distribution of a shoreline access survey. Coordination with local government and state resource agencies occurred through their involvement with the Advisory Committee. This plan's completion would not have been possible without the dedication of the committee members and the involvement of other members of the public.

Forty-five existing and potential shoreline access sites were identified throughout the estuary. Analyses were completed on each of the sites and five were chosen as candidate sites for future public access development. The five top priority sites were: Site Number 6, Sunrise Avenue Park, Ocean Shores; Site Number 12, Grays Harbor City Railroad Corridor; Site Number 13, High Elevation Vista Point at the 101-109 Bypass; Site Number 29, Chapin Creek Wayside; and Site Number 34, Bottle Beach, Ocosta (see map, Figure 2, page 19). In coming years it is intended that information, proposals, and recommendations contained in this report will provide a resource to direct future policy decisions regarding shoreline access, and will encourage access development throughout the Grays Harbor estuary.

This document is organized into five sections. Chapter Two is an overview of the study area and sub-areas. The planning and coordination process is outlined in Chapter Three, and potential funding sources are identified. Chapter Four presents the shoreline access site inventory, with a discussion of issues, potentials, and priorities for each sub-area of the estuary. More detailed discussions of the five candidate sites, which are accompanied by site design options, appear in Chapter Five, and Section 5.7 contains a summary of recommendations. The detailed shoreline access site inventory, summary of the shoreline access questionnaire, references, recommended public access policies, and a brief description of shoreline access support facilities appear in a series of appendices to this plan.

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Introduction

CHAPTER 2
INTRODUCTION

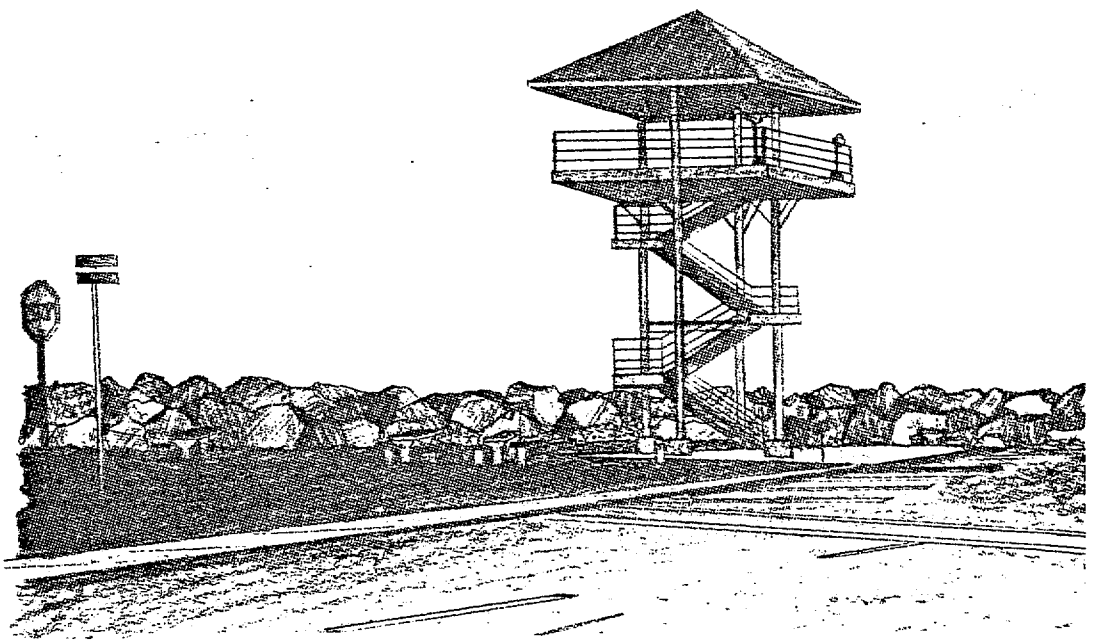
2.1 PURPOSE

Since passage of the Coastal Zone Management Act of 1972, Washington State Shoreline Management Act (1971), and Washington State Aquatic Land Enhancement Act (1984), shoreline and aquatic land management issues have come to the fore, with increased emphasis being placed on use of the state's shorelines for public recreation. Each of these acts established public access as a priority policy and specified improvement of shoreline access as a major goal. Growing awareness of public access issues led several reviewers of the Draft Grays Harbor Estuary Management Plan to suggest that more comprehensive shoreline access policies be adopted in that plan. These facts, coupled with a need in Grays Harbor for waterfront redevelopment and economic revitalization, prompted the Grays Harbor Regional Planning Commission to seek a grant from the Washington State Department of Ecology's Coastal Zone Management (Section 306) monies to undertake a study of opportunities for public access to the shorelines of the Grays Harbor estuary.

The Grays Harbor area has traditionally been dependent on natural resources for its economic base. In light of this fact, and the area's outstanding natural amenities, it has been easy to conclude that Grays Harbor residents would turn to waterside resources for their recreation as well as their livelihood. Unfortunately, opportunities for access to saltwater recreation around the estuary are few. Many factors have contributed to this shortage. Access points are not adequately signed and in many cases they are closely guarded secrets. In some areas, trespass on private property is becoming a problem. Some popular areas do not have adequate facilities to accommodate intensive use, and environmental damage has resulted. With some activities, such as viewing the working waterfront, safety and liability are factors inhibiting development of public access. In addition to those mentioned above, acquisition and construction costs and lack of a local shoreline access development plan also have been factors which limit development of adequate public shoreline access around the Grays Harbor estuary.

Improvements to public shoreline access around Grays Harbor could have many benefits to the region. Increased awareness on the part of county citizens and visitors regarding the estuary's recreational amenities would direct use toward public access points which are capable of accommodating such activities, and decrease incidence of trespass on private shorelands and tidelands. It is also thought that increasing knowledge and quality of public access to estuary shorelines would enhance tourism to the county. Indeed, mere signing of public access points would increase the use of these sites by both residents and visitors, and high quality, well maintained access points, in a variety of settings, could attract more tourists to the area and encourage them to stay longer. Further, the presence of such recreational amenities would enhance citizen's perceptions of Grays Harbor as a beautiful area in which to live.

The purpose of this study is to inventory existing and potential waterfront viewing and public shoreline access sites around the Grays Harbor estuary. The study also sets forth proposals for public access development at selected sites. It was prepared under the direction of a citizen advisory committee (Section 3.2 lists the members) made up of people concerned about the existing and future availability of adequate shoreline access for the general public. Potential sites are analyzed and prioritized, and detailed design and implementation studies have been completed on the top five potential sites. The study recommends these top sites as being the most advantageous to develop. In coming years it is intended that information and proposals contained in this report will encourage continued shoreline access development and enhancement efforts, and its recommendations will provide a resource to direct future policy decisions regarding shoreline access.



Westport Viewing Tower

2.2 REGIONAL PROFILE

Grays Harbor County, Washington, is at the base of the Olympic Peninsula, about mid-way between the Columbia River and the Strait of Juan de Fuca. It is bounded on the north by the Olympic Mountains, on the east by the Black Hills and a low pass over them to Puget Sound, on the south by the Willapa Hills of the Coast Range, and on the west by the Pacific Ocean. Most of the land in the county drains into the Chehalis River which empties into the Grays Harbor estuary.

The climate, while generally described as mild and damp, varies with

distance from the ocean, altitude, and northward or southward slope. Soils are generally very acidic, but can vary greatly, with as many as fifty different types in one square mile. The dominant land use is forest lands. The economic base, while resource-oriented, involves both heavy and light manufacturing, fisheries, commercial recreation services, and several types of specialized agriculture.

The estuary itself covers approximately 60,000 acres (94 square miles) of water and tidal marsh, surrounded by 89 miles of shoreline. It is one of two large embayments on the coast of Washington and is considered to be among the most important of coastal bays on the Pacific coast of North America. Along its shores appear a variety of environments, from sandy beaches and salt marshes to man-made bulkheads and urban industrial waterfront. The economies of five cities and towns depend on shorefront industries such as forest products processing, marine terminals, commercial seafood harvest and processing, and recreational activities.

The commercial-industrial core of Grays Harbor County consists of three cities situated at the head of the estuary. They are Aberdeen, Cosmopolis, and Hoquiam, and have a combined population of approximately 28,000 (1985 estimate), almost half the total county population. The fishing and recreational community of Westport (population 1,850) lies at the mouth of the harbor to the south, and Ocean Shores, a recreational and retirement community of about 2,100, borders the harbor mouth to the north. In addition, several small communities border the estuary: Burrows Road, Chenois Creek, Grass Creek and Grays Harbor City along North Bay, and South Arbor, Markham, Ocosta, and Bay City along the south shore.

2.3 STUDY AREA

The study area for this shoreline access plan comprises the shorelines of the Grays Harbor estuary from the harbor entrance and jetties up the Chehalis River to Cosmopolis. Overall, river shorelines were excluded from the study area; however, exceptions include the portion of the Chehalis River from its mouth to Cosmopolis, and banks of rivers where boat launches (providing boating access to the estuary) are located. Another area generally excluded from the study was Bowerman Basin, since issues concerning the future of public access in that area are, as yet, unresolved.

The study area is further broken down into five sub-areas, shown on Figure 1. They are:

SUB-AREA	APPROXIMATE BOUNDARY
Ocean Shores	North Jetty to north Ocean Shores city limits
North Bay	Ocean Shores city limits to Grays Harbor City
Urban Waterfront	Grays Harbor City to Cosmopolis to South Aberdeen
South Shore	Newskah Creek to Westport city limits
Westport	Westport city limits to the South Jetty

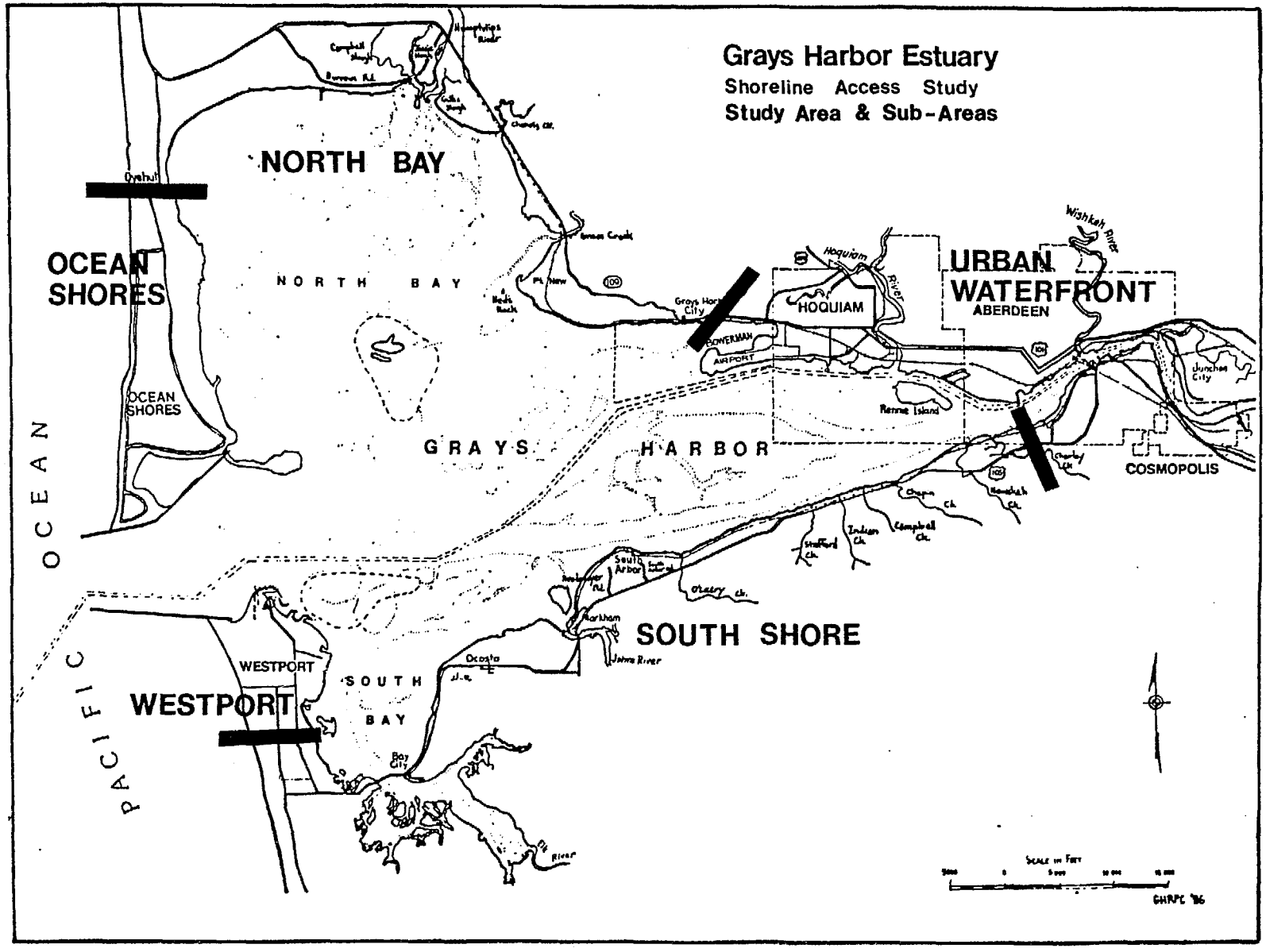


Figure 1
GRAYS HARBOR ESTUARY SHORELINE ACCESS STUDY
STUDY AREAS AND SUB-AREAS

3

Planning Process

CHAPTER 3
THE PLANNING PROCESS

3.1 INTRODUCTION

The study design developed for this plan stressed public involvement at every stage of the planning process. Also important was coordination with local government and state resource agencies. Below is a description of the year-long planning process which led to the completion of this plan.

The first step was to establish a citizen advisory committee to oversee the project and provide the input of various interest groups. The committee consisted of representatives from local recreation and environmental groups, business and industry, state resource agencies, and cities in the study area. In order to determine community interest and needs, an initial public informational meeting was held and a questionnaire distributed throughout the community.

The second phase included research activities such as literature reviews and field work. Comprehensive land use plans, parks and recreation plans, shoreline master programs, and other special studies and plans were reviewed so that an analysis of coordination between those plans and this study could be done. Potential and existing shoreline access sites and viewpoints were inventoried and mapped. The following information was collected for each identified site:

- Ownership, where possible;
- Size (acres and shoreline length where possible);
- Access to the site;
- Potential interest in activities available at the site;
- Available facilities and/or potential for development;
- Environmental and safety issues;
- Zoning and adjacent land use;
- Grays Harbor Estuary Management Plan management category.

During the next phase in the project, the committee made two field trips, including a boat tour of the estuary, to view a number of the inventory sites. They also held a series of meetings at which they reviewed the inventory, analyzed the sites, and rated them according to the following criteria:

- Ability to withstand use while providing a minimum impact to adjacent land uses and to the environment;
- Medium to high potential for use;
- Located in an area which is identified as lacking sufficient shoreline access;
- The site offers an opportunity to develop a needed type of access or facility.

Five candidate sites were chosen by the committee as having top priority for development of shoreline access. Criteria for selection of candidate sites included:

- Expressed public interest in the location or type of access;

- o Medium to high use potential;
- o Satisfies geographic distribution of access;
- o Compatible with surrounding land use;
- o Provides access currently unavailable or in short supply;
- o Provides a unique opportunity, for example, adjacent land use requires interpretation, unique vista, special use, etc.;
- o Accessible by automobile, transit bus, or bicycle.

Based on the committee's decisions, the following analyses were completed for each of the candidate sites:

- o Site design proposals;
- o Issue identification;
- o Recommended implementation.

Finally, a draft plan was prepared, including maps and site designs. The committee reviewed this draft, and a second public informational meeting was held to gain further input to the process. This year-long effort resulted in the final plan before you.

3.2 CITIZEN ADVISORY COMMITTEE

To aid in the preparation of this study a citizen advisory committee was appointed by the Grays Harbor Regional Planning Commission. Widely varying interests were represented, from business and industry to local recreation and environmental groups. Representatives of various local resource agencies were also involved. Members of the committee were:

Dan Guy, Chairman	Washington Dept. of Game, Aberdeen
Janet Anthony	Friends of Bowerman Basin
Dan Craig	Grays Harbor Poggie Club
Helen Dorsey	Ocean Shores City Council
Rick Grimnes	Businessman
Barbara Jorgenson	Grays Harbor Olympians
Mike Linn	Oyster grower
Jim Mankin	Westport Planning Commission
Tom Northup	Washington Dept. of Fisheries, Montesano
Bill Pickell	Landowner (Grays Harbor City area)
Liz Preble	Aberdeen Parks and Recreation Board
Edith Sipila / Florence Carlson	Grays Harbor Bird Club
Tim Smith/Lance Caputo	City of Hoquiam
William Stute	Citizen of Westport
Don Vahl	Weyerhaeuser Company

3.3 GOALS AND TASKS

To help focus the intent of this study, the Grays Harbor Shoreline Access Citizen Advisory Committee adopted the following goals:

1. Serve the interests and general welfare of Grays Harbor County residents and visitors by identifying opportunities

for enhancement of public shoreline access around the Grays Harbor estuary, while preserving the natural characteristics of the area's environment and private property rights.

2. Encourage maintenance and improvement of existing access and development of new shoreline access around the Grays Harbor estuary.

3. Promote coordination between jurisdictions around the harbor by developing a comprehensive study of access potentials and regional priorities for public shoreline access development.

4. Improve accessibility to harbor shoreline areas for the elderly, handicapped and physically disabled.

5. Promote public shoreline access on the Grays Harbor estuary as a method to attract increased tourism, enhancing the economic development potential of the Grays Harbor area.

6. Support public and private redevelopment of urban waterfront areas which include public shoreline access.

Four primary tasks were identified as a framework for this study:

1. Inventory existing and potential shoreline access around the Grays Harbor estuary and identify ownership for those sites.

2. Prepare site summaries for the most promising potential public access sites, including physical descriptions and activity potentials.

3. Evaluate potential sites and identify the highest priority sites for development.

4. Present design, funding, and implementation options on the highest priority sites as a resource for future development of those sites.

3.4 PUBLIC PARTICIPATION

Additional public participation was desired beyond the input provided by the citizen advisory committee. In order to involve more members of the community, an initial public information meeting was held very early in the process so that comments from the general public could be heard and used as guidance. In addition, a questionnaire was distributed at the meeting, and throughout the community, soliciting opinions and comments about activities of shoreline users, facilities needed, and areas around the estuary requiring more shoreline access. A draft plan was presented at a second public information meeting so that citizens' comments and suggestions on that draft could be incorporated into the final plan.

3.5 CITIZEN OPINION QUESTIONNAIRE

The results of the questionnaire are detailed in Appendix B. Generally, most respondents indicated that, while shoreline access was important to both residents and visitors, the present level of shoreline access was inadequate. The three estuary sub-areas which were targeted for additional access included North Bay, the urban waterfront, and the south shore.

Many thought that inadequate knowledge existed about public access points to the estuary's shorelines. Methods which were suggested to increase the public's knowledge were:

- o Place signs directly at the access point;
- o Provide information on the locations of shoreline access at tourist information centers;
- o Develop and distribute maps, brochures, and/or guides to public shoreline access points;
- o Advertise using the media;
- o Educate the public as to the benefits of shorelines.

When asked about shoreline accessibility for the elderly or handicapped, most responded that this type of access was inadequate. Also, a great majority of those returning questionnaires indicated that the public sector should develop public shoreline access. General uses which were most widely enjoyed included scenic viewing, nature study, bird watching, and walking. General use facilities were favored for development, such as benches, picnic tables, restrooms, trails/paths, and parking areas.

3.6 RELATIONSHIP TO OTHER PROGRAMS AND PLANS

Two state programs address public access to shoreline areas of the state: the Shoreline Management Act of 1971, administered by the Washington State Department of Ecology (DOE), and the Aquatic Lands Enhancement Act of 1984, administered by the Washington State Department of Natural Resources (DNR). A major objective of the Shoreline Management Act is to increase public access to shoreline areas. Most local jurisdictions have policies requiring dedication of public access coincident with development of the shoreline, but many such accesses have not resulted in significant public opportunities. Three reasons cited are design deficiencies, failure to record easements, and inability of public agencies to follow up with maintenance and public information. Actions being taken by DOE include a program for installation of a standardized shoreline access sign to mark public access sites, development of a coastal public access guide, and coordination of other public information programs.

The Aquatic Land Enhancement Act clarifies policies regarding DNR management of the state's aquatic lands. Although water-dependency is the highest priority, the Act states that management practices will balance public access, environmental protection, use of renewable resources, and promotion of water-dependent uses. Portions of the revenues from leases of state-owned aquatic lands will help improve

public recreation, shoreline access, environmental protection, and other public benefits. In their Aquatic Land Policy Plan (1985), DNR established three general policies in relation to public use and access. These include active improvement of public access and recreational use of state-owned aquatic lands, encouragement of public access and recreational use through lease terms and conditions, and coordination of public use and access programs with local recreational planners and the Interagency Committee for Outdoor Recreation.

In addition to programs managed by DOE and DNR, the Interagency Committee for Outdoor Recreation (IAC) is responsible for the Washington Statewide Comprehensive Outdoor Recreation Plan (SCORP, 1985) and manages funds for recreation development in the state. SCORP states that aquatic lands and beaches continue to have high priority for resource protection, public use, and other values, but lack adequate funding. The plan proposes that funding capabilities for such projects be increased, and that aid to other state agencies and departments, through public information programs and project funding, be enhanced. The two main objectives in this proposed action are to maintain a viable aquatic environment for future generations and to acquire and develop public access to public beaches and related aquatic lands. Funding objectives include the encouragement of public access to key resources of the state, and priority for funding is given to the acquisition, development, and/or renovation of water-oriented resources.

Following is an overview of public access policies and recommendations for the jurisdictions within the study area. First is an analysis of local shoreline master program public access provisions, then Grays Harbor Estuary Management Plan public access policies are presented. This is followed by discussions of public access policies appearing in city and county comprehensive plans, parks and recreation plans, and special studies, including waterfront development plans and county Tourism and Bike Plans.

3.6.1 Shoreline Management Master Program Policies and Regulations

The Washington State Shoreline Management Act of 1971 provides for the development and administration of master programs at the local level. Those local master programs outline each jurisdiction's specific implementation of the state shoreline management provisions. The jurisdictions of the Grays Harbor region are somewhat unique in that all of their shoreline master programs were originally developed as part of a regional planning process. All governments in the county took part in the development of a master program which was then customized for each entity. Although there are some differences (owing to unique circumstances and subsequent revisions) between the programs for each community, the policies, performance standards, and environments are well coordinated. For instance, adjacent areas in separate jurisdictions have coordinated environment designations. This resulted in a high level of intergovernmental consistency and a more uniform protection of the shoreline areas.

The cities of Aberdeen, Cosmopolis, and Ocean Shores still follow the

shoreline master programs they adopted in the mid-1970's. However, three jurisdictions within the study area, the cities of Hoquiam and Westport, and the County, have revised their master programs since initial adoption. The following discussion applies to all jurisdictions within the study area, with any differences so noted.

Generally, the goal for public access in local shoreline master programs is "To maintain and improve our existing public access facilities, to seek more facilities and devices to increase opportunities for public access to our region's waters. Further, public access should be as safe as possible, cause no ill effect on other shorelines uses or features, or ill effect on the waters themselves, or infringement upon private property rights. Yet fragile areas should not be destroyed through over use, rather that the volume of access be only that which the waters and shorelands can withstand."

The goal for recreation in shoreline areas is "To seek and provide proper recreational opportunities for the local citizenry, to see that the at-home recreational needs are met. Further, to maintain and enhance our tourism resources, to stabilize these resources and to guide resource development such that the very development is not fatal to the original resource."

Policies relating to public shoreline access address a number of issues, including protection of environmental resources, provision of public access at port facilities, linkage of accesses to evenly distribute public use, shoreline access along appropriate transportation corridors, protection of private property rights, and siting of non-water-dependent developments (such as parking) away from shoreline areas. Stronger provisions are made for developments along shorelines of statewide significance (including the Grays Harbor estuary and Chehalis River), such as giving priority to linear access along shorelines (e.g. trails) and locating development back from the ordinary high water line so that access to the general public is facilitated.

Several of the master programs adopt regulations relating to shoreline access. Some of those programs require, as a condition for issuance of a shoreline substantial development permit, the granting of easements or dedication of lands specifically for public access, depending on the type of development to occur. Easements or dedications can include strips along the shoreline, access road rights-of-way, or other usable dedications. Additionally, shoreline administrators may require public access improvements, or they may exempt certain projects from any public access requirements.

The following three regulations from the Grays Harbor County Shoreline Master Program apply to public access requirements on shorelines of statewide significance:

- Residential, recreational, and commercial development fronting on shorelines of statewide significance shall provide a linear public easement or dedication at least 25 feet wide along the ordinary high water line or as near thereto as can conveniently accommodate pedestrian use. Such easement shall only permit non-

motorized vehicle and pedestrian use during daylight hours and at night during business hours. Such easements may be waived where surrounding development precludes the possibility of extending the public easement, or where topography or the environment makes it undesirable or impractical for pedestrian access;

- Heavy commercial and industrial uses fronting on shorelines of statewide significance shall provide an easement or dedication for one or more vista points located as near to the outer harbor line as is reasonable, considering the nature and siting of the use. The access and vista point area shall be capable of handling passenger vehicles safely and conveniently, unless topography or other limitations preclude this, in which case safe and convenient pedestrian access shall be sufficient;

- The property owner shall not be required to install or maintain improvements for such public access and vista facilities unless a subdivision is required, in which case improvements may be required as a condition for plat approval. Public use shall not be allowed until reasonable improvements and provisions have been made by the appropriate public agency so that trespassing on adjacent private property, littering, and environmental abuse will be minimized.

3.6.2 Grays Harbor Estuary Management Plan:

The Grays Harbor Estuary Management Plan is a guide for the use and protection of the Grays Harbor estuary and its shorelines. The plan is intended to guide economic development and to protect natural resources within the area. It is a long-range, coordinated, comprehensive land and water use plan designed to provide for a balance between future development activities and the biological resources of the estuary, to minimize conflicts between various interests, and to address the cumulative effects of development projects. The Plan designates eight "Planning Areas" within the estuary for which general goals were developed, and defines forty-three specific "Management Units" along the shorelines of the estuary, with detailed management objectives, allowable activities, and any applicable special conditions.

This study of public shoreline access was initiated in response to comments received on the Grays Harbor Estuary Management Plan and Program Draft Environmental Impact Statement (February 1983). Several reviewers felt that public access had not been adequately addressed in that plan, and the final revised Grays Harbor Estuary Management Plan (January 1986) included policies regarding the public access issue. Shoreline access development recommendations in this plan are consistent with management unit objectives of the Grays Harbor Estuary Management Plan.

Public access policies of the Grays Harbor Estuary Management Plan are as follows:

- 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.

- 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.

- 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.

- In all cases, planned public access, either as a part of a 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.

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

3.6.3 Comprehensive Development Plans:

Although no site specific recommendations are made regarding shoreline access development, most comprehensive development plans for cities within the study area indicate that the waterfront-oriented nature of development in each of these cities should be maintained. Most also suggest that revitalization of waterfront areas occur and that public uses along the area's shorelines (including recreational public access) be facilitated and enhanced. Generally, all proposals and recommendations set forth in this document are found to be consistent with the comprehensive development plans of the affected governments.

3.6.4 Parks and Recreation Plans:

Grays Harbor County, in its 1982 Parks and Recreation Plan, set forth a number of objectives to further recreation development in the unincorporated county. Among those objectives is to provide recreational facilities which are uniquely suited to development by the county because of locational requirements or county-wide recreational, historical, or cultural significance. The county plan also encourages the donation of land suitable and appropriate for recreational use, and encourages maintenance of parks, recreational, and cultural facilities by volunteers and service organizations. Another objective is to communicate local recreational priorities to state and federal land managers in order to encourage the development of priority facilities under their control and to provide access to priority areas such as shorelines and waterways.

The 1980 Parks and Recreation Plan for the City of Aberdeen identified "a great need to develop a waterfront park" in the city. There are fifteen total miles of waterfront in Aberdeen, and at that time only 250 feet were developed as a boat launch. The plan recommended Morrison Riverfront Park be built along the Chehalis River east of Wishkah Mall, and phase one of that park was completed in 1985. Development plans included picnic areas, play areas, trails and walkways (now complete) and restrooms, a fishing pier, a boat launch, and day use moorage. "Acquisition and development of adequate portions of the shoreline for recreational purposes" are given a high priority in that plan.

The most recent park plan completed for Cosmopolis proposed a waterfront park at the intersection of "F" Street and the Chehalis River. Facilities were to include a new bulkhead with a trail on top, picnic tables, a play area, viewing/fishing benches, a covered recreation area (and possible snack bar, etc.), restrooms, a boat launch, landscaping and parking, and a display area for industrial equipment and products. A trail would lead from this waterfront park north to the mouth of Mill Creek and the Lions Club park, and the path would eventually link up with an extensive urban trail system. The project had a very high cost compared to other identified projects, and, subsequently, lower priority, and has not been implemented.

The City of Hoquiam cited a need to develop a waterfront park in its 1980 park plan. Hoquiam boasts 12.5 miles of shoreline along the Grays Harbor estuary and Hoquiam and Little Hoquiam Rivers. An existing boat launch is located on the Little Hoquiam River, outside of the present study area. In that plan the city specified a need for a river access park with a boat launch, trail system, open space, picnic area, restrooms and parking. The emphasis was on Hoquiam River, Little Hoquiam River and East Fork Hoquiam river shorelands, and no estuary access was discussed.

Most of the recreational facilities in Ocean Shores are privately owned, which can be attributed to the private community club which was established when Ocean Shores was first conceived. As a result, while most recreation facilities are accessible to land owners in Ocean Shores, tourists and visitors are not allowed access to those facilities. However, the "Sink" (Oyhut Habitat Management Area, Washington Department of Game) and the newly accreted "Protection Island" (now called Damon Point, owned and managed by the state Department of Natural Resources) are two large publicly owned recreation areas in Ocean Shores. The 1982 Ocean Shores Parks and Recreation Plan calls for the conservation and preservation of important natural areas (the "Sink" and "Protection Island") and other shorelines. An inventory identifies the North Jetty, the "Sink," Damon Point, and the private marina as recreation sites. Also identified is the Bayshore Clubhouse, fronting North Bay, which is a private club for land owners. A parcel of city-owned land along the shore of North Bay is noted as an undeveloped recreation site. Emphasis in that plan is for ocean beach access and recreation development along Duck Lake, and no estuary shoreline access is planned. The plan referenced a survey which identifies a "high need for all-weather picnic facilities." Priority is to be given to

development of city-owned property.

Westport's 1985 park plan also identifies a need for an all-weather picnic facility. That plan also suggests an interpretive walking tour to various recreational facilities in the city. A parcel of city-owned property at the end of Pacific Avenue, along the shores of South Bay, is identified as parks/preserve land, and is earmarked for future recreational development.

3.6.5 Special Studies:

In 1981 a study of the Grays Harbor urban waterfront was initiated by Grays Harbor Regional Planning Commission. The study area included all shorelines within city limits of the urban area, and all land use types, including industrial, commercial and recreational, were considered. The first phase of this study, titled Revitalization Potentials on the Grays Harbor Urban Waterfront, analyzed the factors which influence development on the urban waterfront, evaluated potential for development along the waterfront, and identified areas suitable for redevelopment. It also inventoried current land use for eighteen prime rehabilitation opportunity areas along the waterfront, discussed resource, natural hazard, and regulatory constraints, presented cultural/historic use, ownership, and planned improvements for those areas, and identified specific development potentials.

In 1982 the Revitalization Action Plan for the Grays Harbor Urban Waterfront recommended actions to encourage waterfront redevelopment. Area specific recommendations, issue summaries, and design standards were presented for each of the eighteen prime rehabilitation opportunity areas defined in the first project phase. In addition, the report recommended actions which local public agencies could take to encourage the revitalization of the urban waterfront, and presented potential public funding sources. Information and recommendations from both of these reports were used extensively in the development of the shoreline access plan, and recommendations in the current study are consistent with those put forth in the Urban Waterfront reports.

The Grays Harbor Regional Bike Plan (1981) advocated the consideration of bicycle transportation issues when proposing recreational development projects. Coordination elements which have been considered in the development of this plan include the provision of bicycle access to recreational resources, development of recreational facilities which are along bicycle routes, and placement of bike racks and similar devices to secure bicycles at destination points. Funding of bicycle system improvements should be considered in conjunction with other improvement projects.

The Grays Harbor Tourism Plan (1982) analyzed the usage and value of recreational attractions in the county, and presented Grays Harbor Tourism Council goals and objectives for the enhancement of tourism in the county. Several attractions listed in the tourism plan are also shoreline access sites which are included in the current access study inventory. The development of a plan to enhance shoreline access in Grays Harbor contributes to the stated goals of that plan.

The State of Washington Natural Heritage Plan (DNR, 1985) provides for the establishment of natural areas as a way to preserve some of the state's pristine resources. The thrust of that program is to preserve designated areas by minimizing alterations from human activities. Management of many of these areas precludes recreational use, and two locations throughout the harbor have been deleted from consideration in this shoreline access study due to their designation as Natural Area Preserves.

3.7 POTENTIAL FUNDING SOURCES

A wide variety of funding sources are available to carry out acquisition and development or improvements to public shoreline access facilities. Most methods involve a cooperative effort between local government and state or federal grants, or cooperation between community groups and local government.

One source for funding of recreational development is general city/county revenues, but their ability to do so is limited because of budget constraints. Also, public acquisition of shoreline access sites can occur through dedication of easements or rights-of-way in conjunction with shoreline substantial development permits. This dedication is governed through regulations specific to the shorelines permitting process of each jurisdiction. Private recreation and civic groups can accomplish much in the way of shoreline access improvements through donations of labor and materials, and, in cooperation with local government, can provide volunteer maintenance of a developed site, thus reducing government costs for that service. Private foundations can often be solicited to donate monies for recreational improvements.

In addition to the sources listed above, the Washington State Interagency Committee for Outdoor Recreation (IAC) administers several grant programs:

- Outdoor Recreation - Acquisition and Development
  Purpose: Acquisition and development of outdoor recreation facilities (not operation and maintenance).
  Type of Assistance: Project grants.
  Who Can Apply: Local governments.
  Grant match: 50 percent local, 50 percent state.

- HJR 52 Bonds
  Purpose: Acquisition and improvement of parks and recreation areas.
  Type of Assistance: Project grants.
  Who Can Apply: Local governments
  Grant Match: 50 percent local, 50 percent state.

- Initiative 215 Bonds
  Purpose: Acquisition and improvement of marine (boating) related recreation areas and facilities (e.g. docks, boat ramps).
  Type of Assistance: Project grants.
  Who Can Apply: Local governments.
  Grant Match: 50 percent local, 50 percent state.

- Aquatic Land Enhancement Account (ALEA)
  Purpose: Public access and aquatic lands enhancement, acquisition, and/or development.
  Who Can Apply: Local government.
  Grant Match: 25 percent local, 75 percent state.
  Comments: Joint administration by IAC and DNR. Maximum ALEA contribution shall not exceed $75,000. Projects funded through ALEA monies must comply with requirements which, in some cases, differ from normal IAC requirements. Water dependent projects are eligible, and low cost pedestrian access projects are favored.

Finally, the Washington State Department of Ecology administers two grant programs through Section 306 of the federal Coastal Zone Management Act. Grants for shoreline planning studies (such as this shoreline access plan) are funded through this account, and a limited amount of Section 306 monies are available for acquisition and/or development of shoreline access.

4

Site Analysis

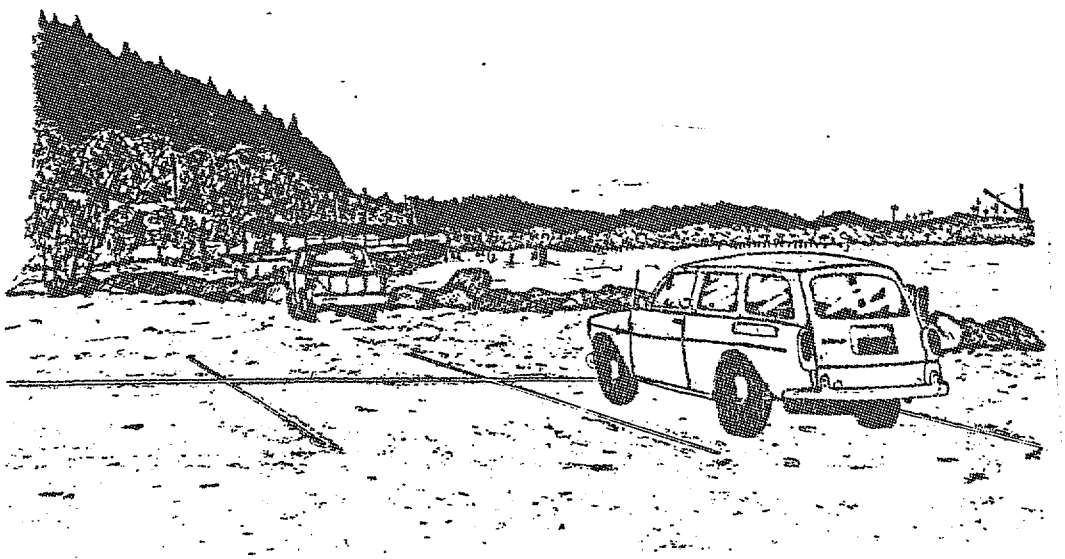
CHAPTER 4
SITE ANALYSIS

4.1 INTRODUCTION AND METHODS

This inventory of shoreline access sites around the Grays Harbor estuary was developed through suggestions collected from many different sources. Several of the sites were suggested by advisory committee members, many were also mentioned in replies to the shoreline access questionnaire, and field research yielded a few extra sites. Each site was visited to verify reasonable access and existing amenities and attractions, and to assess potentials for shoreline access development or evaluate existing development. A preliminary inventory was distributed to the advisory committee and discussed at a series of meetings. Sites deemed inappropriate for promotion as public shoreline access points by the majority of committee members were deleted from the final inventory.

This is by no means a complete listing of available shoreline access in Grays Harbor, but it does represent the majority of access points where safe access can be gained with minimal disturbance to private property rights and natural environments.

Figure 2 shows the locations of identified shoreline access sites around the Grays Harbor estuary. A legend follows the map, and links site identification numbers with site names. The estuary is divided into five sub-areas: Ocean Shores, North Bay, Urban Waterfront, South Shore, and Westport. A summary description of each of the sites inventoried in each sub-area is followed by a general discussion of issues and potentials, and a statement of the committee's priorities for each sub-area. Further details for each site in the inventory may be seen in Appendix A.



A popular shoreline access location behind Wishkah Mall, Aberdeen

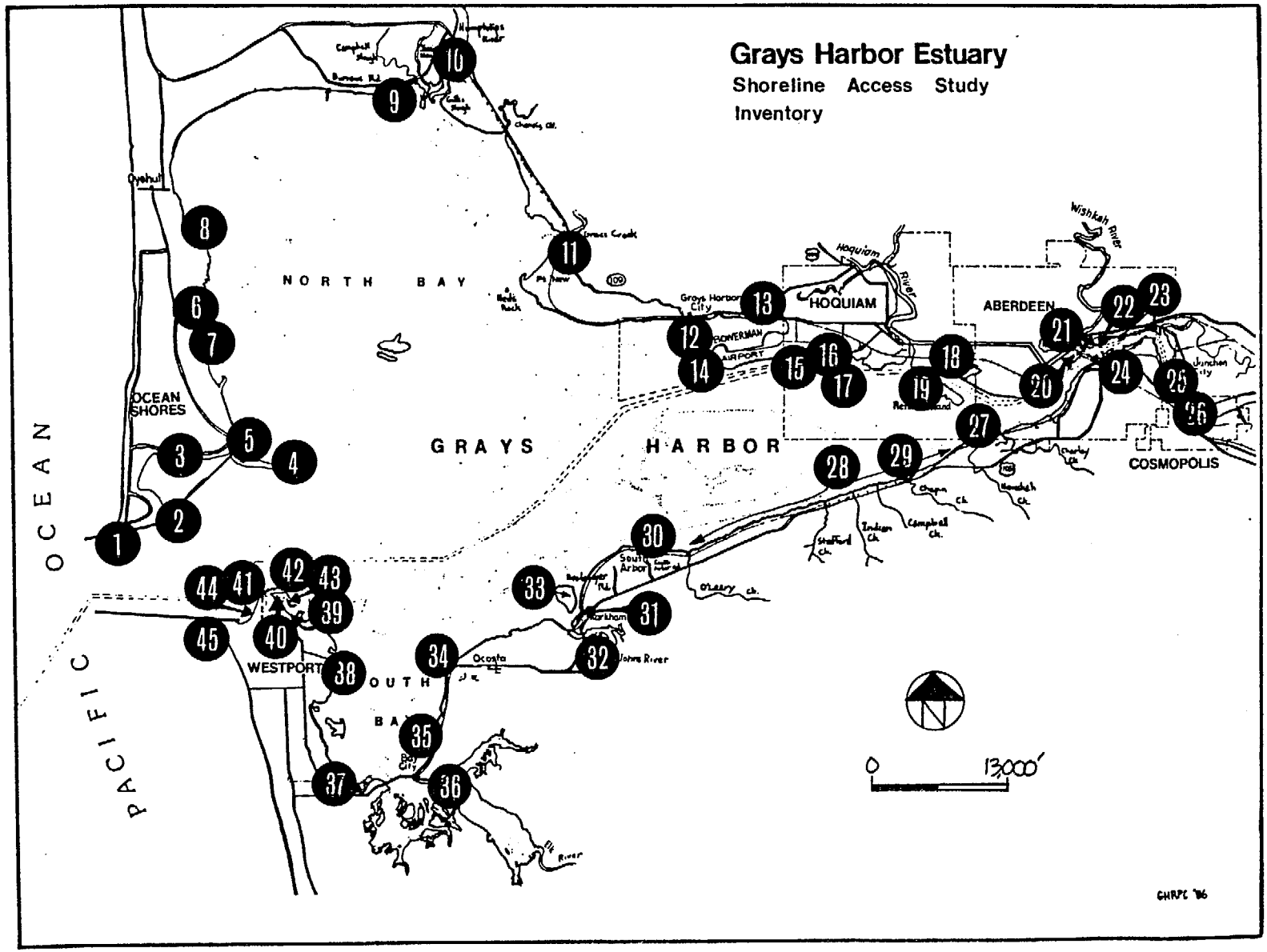


Figure 2
GRAYS HARBOR ESTUARY SHORELINE ACCESS INVENTORY

Figure 2, Cont. (LEGEND)

Site Number	Site Name
OCEAN SHORES SUB-AREA:	
1	North Jetty
2	Oyhut Habitat Mgmt. Area, O.S. Blvd.
3	Oyhut Habitat Mgmt. Area, Tonquin St.
4	Damon Point
5	Ocean Shores Marina
6	City park off Sunrise Avenue
7	Mineral Pl. and Oyster Pl. street ends
8	Ocean Shores Airport area
NORTH BAY SUB-AREA:	
9	Burrows Road
10	Humptulips Habitat Management Area
11	Grass Creek
12	Railroad Corridor, Grays Harbor City
URBAN SUB-AREA:	
13	Highway 101-109 bypass vista point
14	Bowerman Basin Trail
15	Hoquiam Moon Island RV Parkway
16	ITT Rayonier Longshore Parking Lot
17	Hoquiam Fish Base
18	Port of Grays Harbor Temporary Boat Launch
19	Rennie Island
20	Broadway Street end
21	Port of Grays Harbor Indus. Dev. Dist. 2 (Hake Plant)
22	Wishkah Mall Parking Lot (SE corner)
23	Morrison Riverfront Park
24	South Aberdeen Boat Launch
25	Weyerhaeuser Longshore Parking Lot
26	Weyerhaeuser Boat Launch, Cosmopolis
SOUTH SHORE SUB-AREA:	
27	Newskah Creek Mouth
28	South Shore Railroad Corridor
29	Chapin Creek mouth
30	South Arbor Road end
31	Markham, Old Highway
32	Johns River Habitat Management Area
33	Markham Island
34	Bottle Beach
35	Ocosta-Bay City Road
36	South Bay Gun Club Boat Launch
37	Washington Dept. of Game land at Laidlaw
WESTPORT SUB-AREA:	
38	Pacific Avenue City Park
39	Westport Boat Launch
40	Westport Marina
41	Westport Viewing Tower
42	Revetment Drive Viewing Platform
43	Westport Fishing Pier
44	Half Moon Bay
45	South Jetty

4.2 OCEAN SHORES SUB-AREA

4.2.1 SITES:

(1) North Jetty
Location: Ocean Shores, So. end of Pt. Brown
Description: Rock jetty, sand dunes, dune grass, sandy beach
Summary: Jetty fishing off rocks, good views of harbor and Westport, adjacent to ocean beach
Comments: The city plans to build a viewing tower similar to Westport's near the base of the jetty.

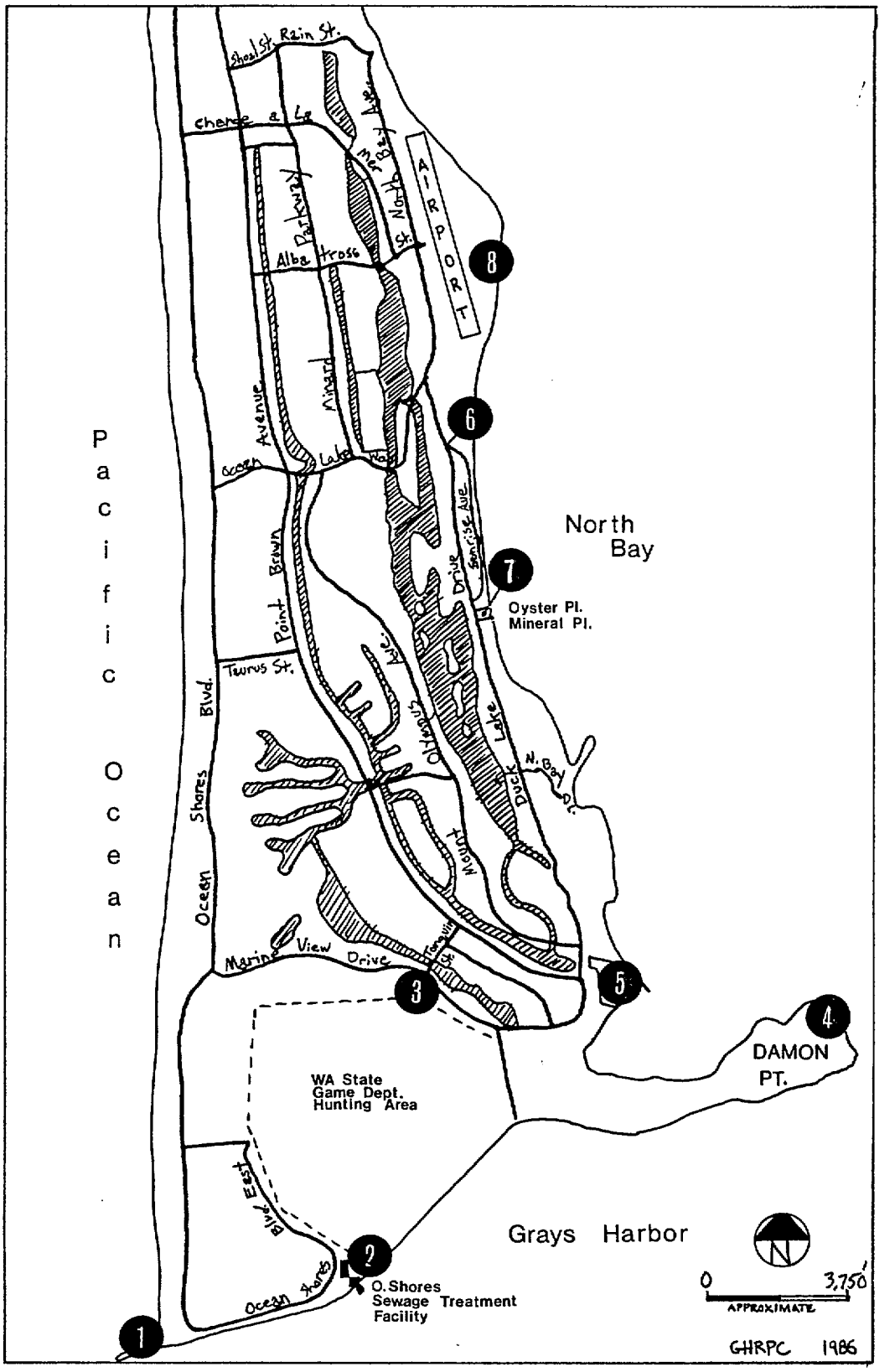
(2) Oyhut Habitat Mgmt. Area, O.S. Blvd.
Location: Ocean Shores, south end of Pt. Brown
Description: Jetty, dunes, shrubs and dune grass, mud and sand beaches, marshy areas, gentle slope
Summary: Managed as a natural area, hunting
Comments: Parking is available just off Ocean Shores Blvd. East. Walk to beach area.

(3) Oyhut Habitat Mgmt. Area, Tonquin St.
Location: Ocean Shores, south end of Pt. Brown
Description: dunes, shrubs, marshy areas, sloughs, sand/mud shores
Summary: Managed natural area, hunting, trails for nature study and birdwatching
Comments: Could use some interpretive materials on the kiosk.

(4) Damon Point
Location: Ocean Shores, S.E. tip of Pt. Brown
Description: Accreting sand dune spit, sand/pebble beaches with exposure to harbor entrance (south side) and North Bay, dunes/grass.
Summary: Gravel access road, parking lot, lots of beach and dunes.
Comments: A portion of the spit is used for sand extraction. Recommend banning ORV use in this area. Any development on Damon Point should not be allowed to negatively impact wildlife resources. Low to moderate intensity recreation uses should be stressed over any high intensity use. Snowy plover (endangered species) breeding area.

(5) Ocean Shores Marina
Location: Ocean Shores, S.E. end of Pt. Brown
Description: privately owned marina, restaurant, motel, large paved parking lot, generally commercial
Summary: large paved parking lot with nice harbor view, good disabled access by automobile, paved boat launch is blocked
Comments: Much could be done to improve the recreational opportunities of this area.

Figure 3
GRAYS HARBOR SHORELINE ACCESS SITES, OCEAN SHORES SUB-AREA



(6) Potential Ocean Shores City park off Sunrise Avenue
Location: Ocean Shores, East side of Pt. Brown on North Bay
Description: currently vacant land in a natural condition, sand, grass, sand and pebble beach (mud)
Summary: Potential city park on North Bay, view of bay and harbor.
Comments: City of Ocean Shores Comprehensive Plan identifies this area for public use as a city park.

(7) Oyster Place and Mineral Place Street Ends
Location: Ocean Shores, east side of Pt. Brown on North Bay
Description: Paved street ends
Summary: Paved street ends are ideal for drive-up access to views of North bay and Grays Harbor, particularly for disabled.
Comments: Recommended as a park-and-view area only. Bank is unstable, beach is private.

(8) Ocean Shores Airport area
Location: Ocean Shores, east side of Pt. Brown on North Bay
Description: Natural uplands and tidelands adjacent to Ocean Shores Airport
Summary: natural area maintained by Washington Dept. of Game, not intended for intense public use and primarily inaccessible (fenced)
Comments: The Game Department desires to keep this area in a natural state, no development should occur.

4.2.2 ISSUES AND POTENTIALS

a) Past recreational development emphasis has been on Duck Lake and the ocean beaches, as evidenced by the lack of a bay-side public park.
b) ORV (Off-Road Vehicles) are shown to be disruptive to natural systems and wildlife at both the Oyhut Habitat Management Area and Damon Point. Damon Point hosted eight breeding pairs of the state-listed "endangered" snowy plover in 1985, and protection of this and other sensitive wildlife and plant species is of interest.
c) The private marina near Damon Point is not being used to its fullest capacity and is in need of maintenance. This marina could be a major shoreline access attraction if improved provisions for public use were made.
d) The City of Ocean Shores plans to construct a viewing tower, similar to that at Westport, at the base of the North Jetty. This will be a welcome addition to the attractiveness of this area. Potentials for further development include expanded parking, and restrooms.
e) Signage could be improved to help lead visitors to these areas.

4.2.3 PRIORITIES

a) Development of a city park at Sunrise Avenue;
b) Resolution of the ORV issue.

4.3 NORTH BAY SUB-AREA

4.3.1 SITES

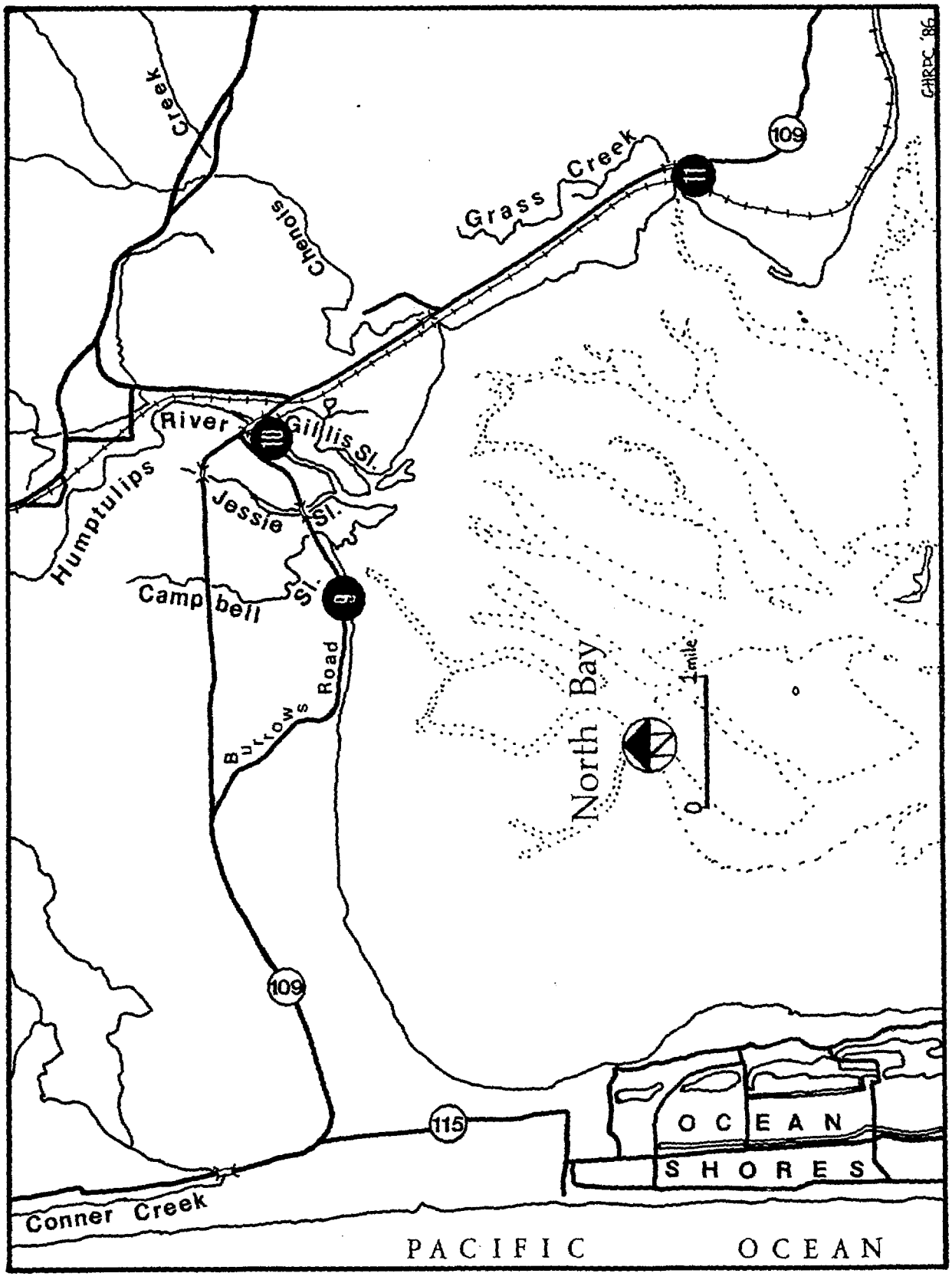
(9) Burrows Road
Location: North Bay
Description: County road crosses Jessie and Campbell Sloughs and runs along North Bay for about one mile.
Summary: Roadside views of North Bay. Best viewing location for the North Bay area.
Comments: Roadway adjacent to marsh and tidelands. Limited parking on shoulder of road. Access across dike to marsh and Humptulips River mouth, but tidelands between road and slough are privately owned.

(10) Humptulips Habitat Management Area
Location: North Bay, mouth of the Humptulips River
Description: Managed as a natural area. Humptulips River, sloughs, marsh and mudflats, grassy areas
Summary: Washington Dept. of Game boat launch, parking area, restrooms, adjacent to natural uplands and tidelands
Comments: Interpretive and informational displays on the existing kiosk would enhance this area.

(11) Grass Creek
Location: North Bay at Grass Creek
Description: Old county road ends at creek.
Summary: Wayside view, mouth of Grass Creek and part of North Bay.
Comments: "Shore View" recommended rather than actual public access to shoreline in order to avoid conflicts with adjacent land owners.

(12) Railroad Corridor, Grays Harbor City
Location: Grays Harbor City to Pt. New
Description: Abandoned Burlington Northern Railroad Right-of-way lies between bluff and shoreline from Grays Harbor City to Pt. New.
Summary: Potential for development of a parking area and trail (approximately two miles) along harbor shoreline.
Comments: Property owners at Grays Harbor City should be protected from high intensity use and trespass.

Figure 4
GRAYS HARBOR SHORELINE ACCESS SITES, NORTH BAY VICINITY



4.3.2 ISSUES AND POTENTIALS

a) North Bay is the sub-area of Grays Harbor with the least public access available. Most of the uplands and tidelands are in private ownership.

b) A proposal exists for the conversion of the old North Shore Rod and Gun Club and adjacent properties, near Hogans Corner, to public access use in conjunction with pond development resulting from a proposed peat extraction project. This access would revert to private gun club use during the autumn. Since no specific decisions have been made on this proposal, the site has not been included in this inventory. The potential does exist, however, for this public access development.

c) The best access to North Bay occurs at the Humptulips Habitat Management Area, where a boat launch provides access into the estuary and surrounding 195 upland acres provide ample hiking opportunities.

d) Very few views of North Bay are available from Highway 109, but excellent views are available at Burrows Road. The shoulder is very narrow, however, and there are few places to safely pull off the road to admire the view.

e) Trespass on private property is an issue as hunters and hikers seek shorelines.

f) The abandoned railroad right-of-way from Grays Harbor City to James (a.k.a. Ned's) Rock provides a unique opportunity for exceptional shoreline recreation, with excellent views of the estuary and an easy grade for hiking. Unfortunately, the railroad right-of-way crosses private residential property in several places and infringement of private property rights is a possibility. In addition, ownership reversion remains a mystery; easements granted to the railroad revert to the property owner while railroad-owned parcels are being offered for sale. Determination of the ownership status of this right-of-way has not been completed due to these difficulties.

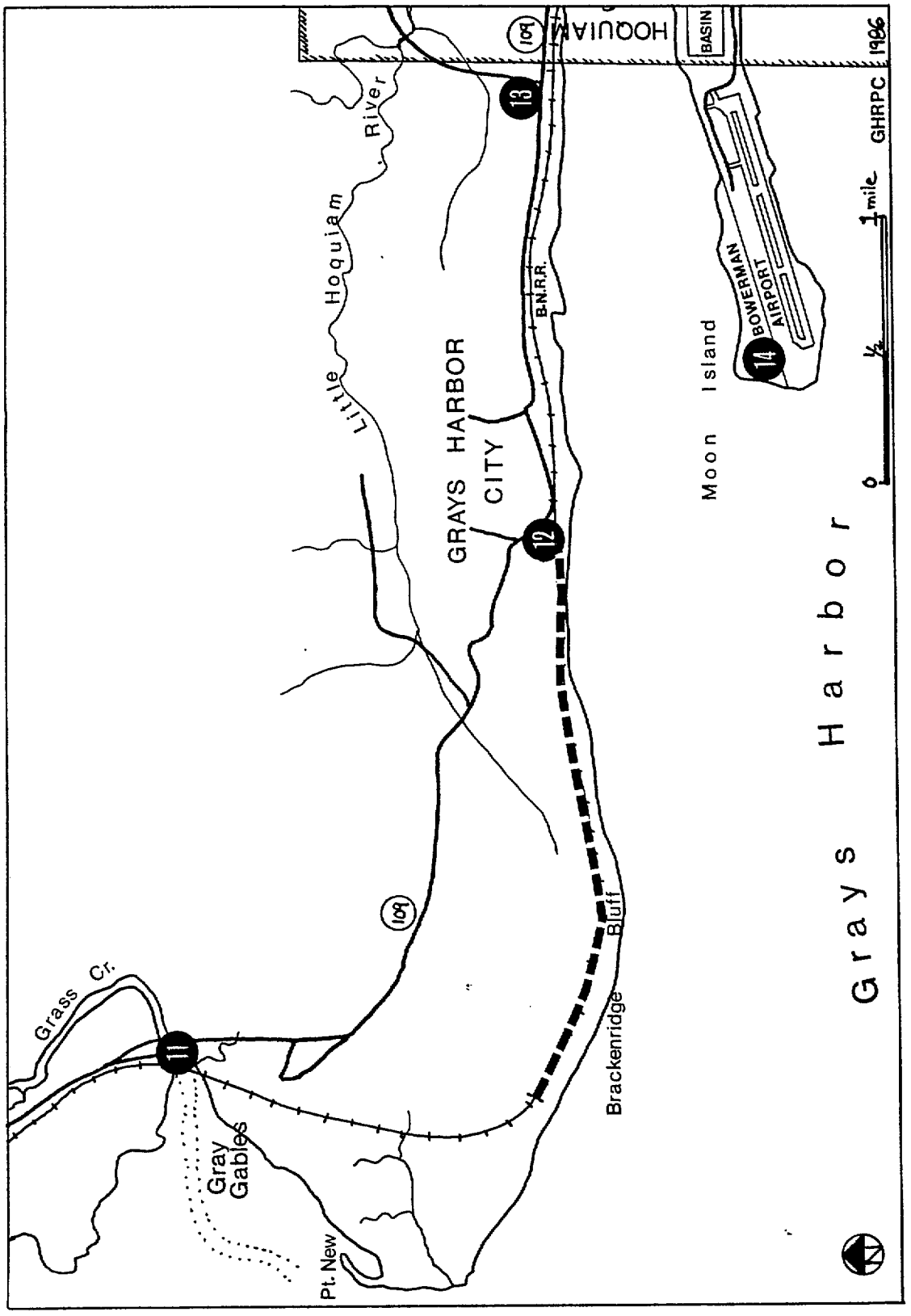
g) A traffic hazard exists at the Grays Harbor City curve of Highway 109, and hazards will increase as more people begin to access the railroad right-of-way at this location. The Washington State Department of Transportation has plans to realign the curve, superelevating it to increase safety. Any wetland fills during this project will probably require mitigation, possibly along the north shore of Bowerman Basin east of Grays Harbor City.

4.3.3 PRIORITIES

a) Development of a shoreline access point for the railroad right-of-way at Grays Harbor City, including safe vehicular access from Highway 109.

b) Additional public access on North Bay should be a high priority for acquisition and development.

Figure 5
GRAYS HARBOR SHORELINE ACCESS SITES, GRAYS HARBOR CITY VICINITY



4.4 URBAN WATERFRONT

4.4.1 SITES

(13) Highway 101-109 bypass vista point
Location: Ridge north of Bowerman Basin
Description: Ridge overlooking Bowerman Basin and entire harbor
Summary: Sweeping view of Grays Harbor
Comments: Committee suggests a trail climbing along the highway right-of-way to a simple vista point.

(14) Bowerman Basin Trail
Location: Bowerman Field, Hoquiam
Description: Marshland surrounding airfield; undeveloped trail to end of spit; mud, shrubs, affords good view of Bowerman Basin
Summary: Excellent access to Bowerman Basin birdwatching areas.
Comments: Parking is limited to shoulder of road.

(15) Hoquiam Moon Island RV Parkway
Location: Hoquiam
Description: Old airport road, dead-ends at Hoquiam sewage treatment plant. Rock revetment, sandy beach, adjacent to sewage lagoon.
Summary: Rare opportunity in the urban area to view the harbor and ship-loading activities.
Comments: The City of Hoquiam has several phases planned for this site. The first is simply grading and paving, which may be followed by more specific development for RV use.

(16) ITT Rayonier Longshore Parking Lot
Location: Hoquiam, adjacent to ITT loading dock
Description: Paved, fenced parking lot for use by longshoremen.
Summary: View of harbor and ship-loading activity.
Comments: Visitors are allowed into the parking lot. Recommend staying within the fenced parking lot area.

(17) Hoquiam Fish Base
Location: Hoquiam, foot of Adams Street
Description: Rip-rap, sand and driftwood shore, area used as log salvage yard.
Summary: Historic site - only pilings remain of what was once a major fish landing and processing facility. Nice harbor views.
Comments: Harbor seals can sometimes be seen on the beach and driftwood here. Parking is available along the shoulder of Moon Island (Airport) Road.

(18) Port of Grays Harbor Boat Launch
Location: Mouth of Fry Creek, Hoquiam
Description: Potential industrial site contains a temporary

undeveloped (gravel) boat launch. Crushed rock surface/shore.

Summary: Currently a temporary boat launch, potential for a developed access. View of Rennie Island, industrial waterfront.

Comments: This launch is a temporary boat launch provided as a public service by the Port. The boat launch is in its third location, and will probably be moved again as industrial development in the area expands into the present boat launch location.

(19) Rennie Island

Location: Grays Harbor near the mouth of the Chehalis River

Description: Natural area, settling ponds, mud, marsh, grass.

Summary: Natural area, attractive to waterfowl and hunters.

Comments: Boat access only.

(20) Broadway Street end

Location: Aberdeen, foot of Broadway St.

Description: Currently undeveloped industrial property, street right-of-way recently regained by city.

Summary: Potential for developed city street-end park with view of harbor and industrial/commercial waterfront.

Comments: Access to this property from Broadway Street is blocked by the Chehalis River Bridge Truck Route ramps, and is further complicated by the presence of the railroad tracks.

(21) Port of Grays Harbor Industrial Dev. Dist. 2 (Hake Plant)

Location: Mouth of Wishkah River, Aberdeen

Description: Industrial site with fish processing plant buildings. Location of passenger ferry dock.

Summary: View of Chehalis River, industrial waterfront, shipping channel. Potential for city park, museum, and motel development.

Comments: Proposed site for "Tall Ships" moorage and maritime museum, together with appropriate tourist-commercial development (motel/shops). Urban pathway could link Morrison Riverfront Park through this area to Zelasko Park on the southwest shore of the Wishkah River.

(22) Wishkah Mall Parking Lot (SE corner)

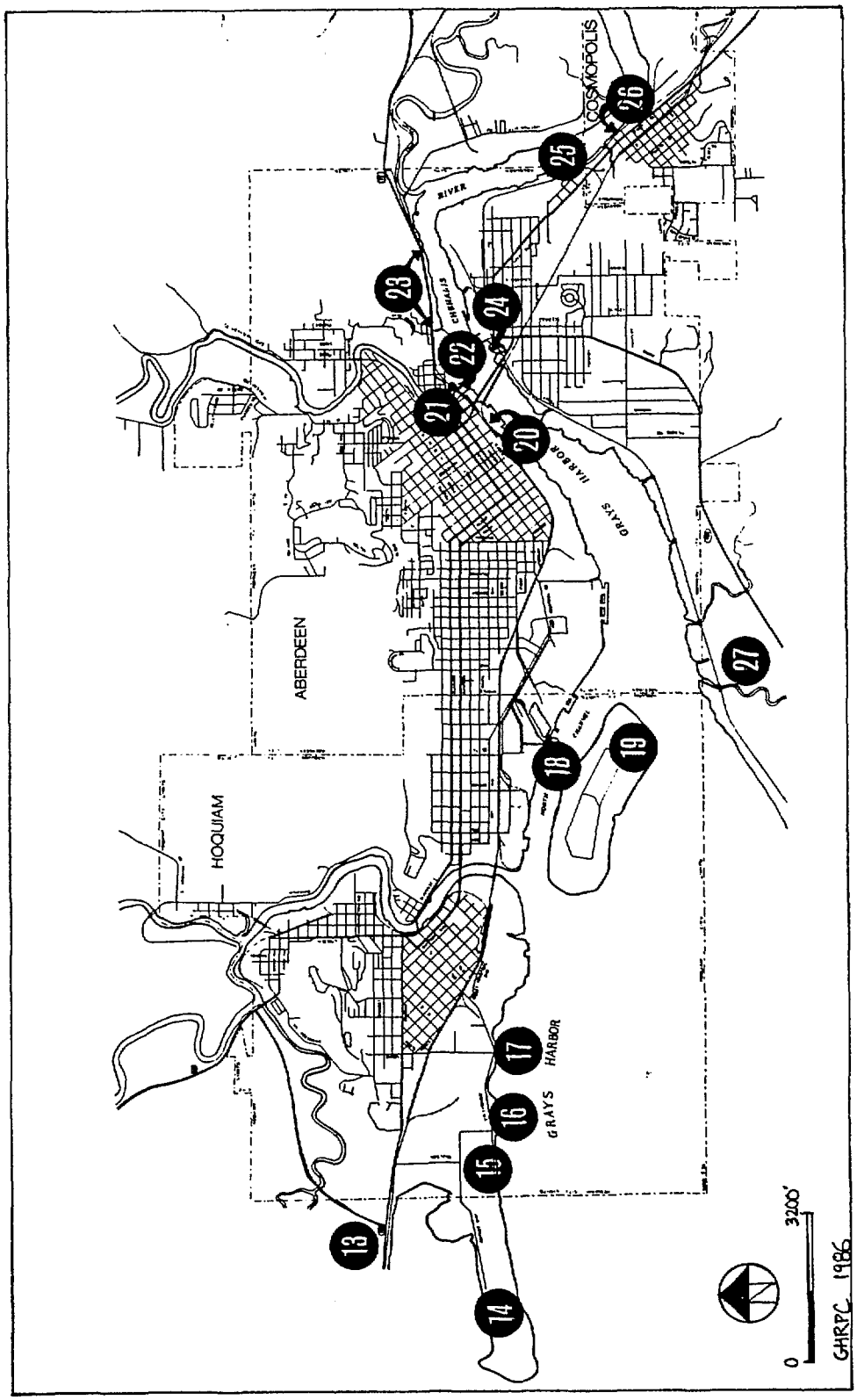
Location: Wishkah Mall, Aberdeen

Description: Paved parking lot (and drive, behind mall). View of Chehalis River, shipping activity, South Aberdeen industrial waterfront.

Summary: View of Chehalis River, shipping channel, and industrial waterfront activities. Popular lunch spot.

Comments: Future urban pathway could link Morrison Riverfront Park through this area and the "Tall Ships" site to Zelasko Park.

Figure 6
GRAYS HARBOR SHORELINE ACCESS SITES, URBAN SUB-AREA



(23) Morrison Riverfront Park

Location: North shore of the Chehalis River, Aberdeen

Description: Urban waterfront park

Summary: Urban waterfront park with grassy areas, play area, promenade, picnic barbecue pits. View of Chehalis River, shipping, etc.

Comments: This park is being completed in phases; current plans are to build a public pier. Future plans include day-use boat moorage.

(24) South Aberdeen Boat Launch

Location: South Aberdeen, on the Chehalis River

Description: City street-end with one-lane paved boat launch.

Summary: Paved boat launch with limited parking.

Comments: Adjacent to proposed Corps of Engineers South Aberdeen Dike flood control project. Parking is limited. Potential for additional development and maintenance of boat launch and parking area.

(25) Weyerhaeuser Longshore Parking Lot

Location: South Aberdeen, west shore of the Chehalis River

Description: Paved fenced parking lot for longshoremen.

Summary: Scenic view of river and industrial ship-loading activity.

Comments: Visitors are allowed into the parking lot area, but should stay inside of fence.

(26) Weyerhaeuser Boat Launch, Cosmopolis

Location: Downtown Cosmopolis

Description: Gravel parking lot, mud bank, grass and brush uplands, unpaved boat launch.

Summary: River access for fishing and boating, site includes picnic table and boat launch.

Comments: Adjacent to historic site: Cosmopolis Indian Treaty Grounds (also indian village at mouth of Mill Creek). Weyco has plans for a haul road through this area, but public access would remain (or possibly improve).

4.4.2 ISSUES AND POTENTIALS

a) Mitigation required as a result of highway improvements at the Grays Harbor City curve could result in shoreline access development along the north shore of Bowerman Basin. Potentials include parking, interpretive displays, and a viewing blind or tower.

b) Eventually, access along the north side of Bowerman Basin could include nature trails with occasional overlooks.

c) A great need exists for a high elevation vista point accessible to the urban area. The study has identified a possible vista point location along the Highway 101-109 bypass route and suggests this as a candidate for future implementation. However, this site poses several problems. A foot path is proposed, which

leads up the Washington State Department of Transportation right-of-way grade to a hilltop vista point. Due to the steep grade, the path would probably be accessible only for those who are physically fit, and would discourage use by the elderly and disabled. Vehicular access in this particular location is impossible. Also, maintenance is sure to be a problem, as much vandalism and trail bike usage are known to occur in this area. Liability is also of concern with this project.

d) Ability to view ships and ship loading activity is a very high priority for the urban area. The Port of Grays Harbor could provide such opportunities adjacent to one of their marine terminal operations.

e) Boat access to the estuary and Rennie Island is also a need for the urban area. Permanent boat launch facilities currently available (Cosmopolis, South Aberdeen, Little Hoquiam River, Humptulips Habitat Management Area) are too far away for many boaters. The temporary boat launch provided by the Port of Grays Harbor satisfies some of this need, but the future of this launch is uncertain and more permanent facilities should be contemplated. (For example, two potential sites have been discussed along the Hoquiam River south of the Simpson Avenue Bridge. The Hoquiam Waterfront Design Study, 1986, presents one of these options in detail.)

f) In 1985, urban design students presented the City of Aberdeen with hypothetical options for its downtown and waterfront. A recurring theme was the development of a promenade at the foot of Broadway Street (linking to walkways and parkways along the Chehalis to the Wishkah River). Unfortunately, access to the foot of Broadway is very poor and development of any public use at this location seem unlikely at this time.

g) The proposed "Tall Ships" project would be located at the old "hake plant" at the mouth of the Wishkah River. Adjacent to the Tall Ships moorage would be a maritime museum, with potentials for motel, restaurant, and other tourist-commercial developments. A current proposal under study by the City of Aberdeen includes a boardwalk from Morrison Riverfront Park, through the Tall Ships site to Zelasko Park on the west shore of the Wishkah River.

h) A highly popular spot for feeding sea gulls and ship viewing is the parking lot at the Wishkah Mall, behind the drug store. A surprising number of people frequent this site.

i) The South Aberdeen Boat Launch is falling into disrepair, and parking space is very limited. This is a very convenient launch for boaters wishing to cruise the estuary or hunt on Rennie Island.

j) Weyerhaeuser Company has plans to build a haul road between their sawmill in South Aberdeen and the pulp mill in Cosmopolis. It is anticipated that any mitigation which may be required will be directed toward improvements at the Cosmopolis Boat Launch.

k) Hoquiam's "Fish Base" at the foot of Adams Street is rich in history and is a very good public access location. City ownership here facilitates improvements in access at some point in the future. At the present, this location provides nice views of the harbor.

4.4.3 PRIORITIES

a) Development of the proposed 101-109 bypass vista point is a priority of the shoreline access citizen advisory committee;
b) An urban waterfront trail system from Morrison Riverfront park to Zelasko Park in Aberdeen should be developed;
c) The Tall Ships Restoration Society project should be located at the former Hake Plant site, and a maritime museum should be built;
d) A boat launch accessing the estuary should be developed in the urban area;
e) Development of a parkway adjacent to the Hoquiam Sewage Treatment facility is encouraged;
f) Enhancements to shoreline access at Bowerman Basin should be studied.

4.5 SOUTH SHORE SUB-AREA

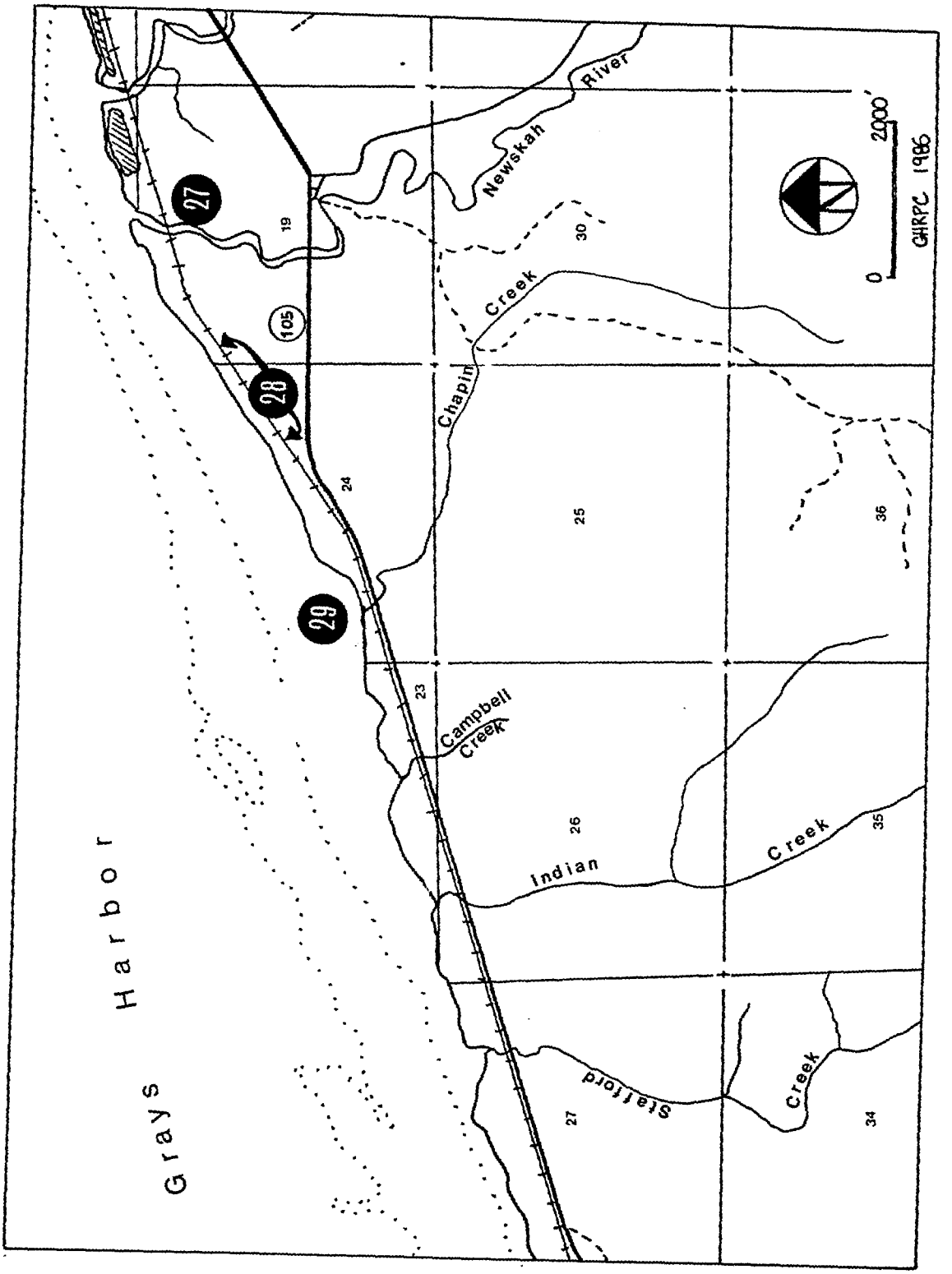
4.5.1 SITES

(27) Newskah Creek Mouth
Location: South shore of Grays Harbor at Newskah Creek
Description: Industrial site, maintenance road along creek to edge of fill berm adjacent to railroad track. Grass, trees, shrubs. Mostly Port of Grays Harbor ownership.
Summary: View across harbor to urban waterfront, semi-natural area attracts many species of birds and wildlife.
Comments: No easy direct shore access. Weyerhaeuser settling ponds may be hazardous. Improvements to shoreline access could be incorporated into any future development projects.

(28) South Shore Railroad Corridor
Location: South shore of Grays Harbor
Description: Railroad corridor follows south shore of Grays Harbor from Aberdeen to Markham.
Summary: Potential for shoreline trail along the south shore of Grays Harbor from Newskah Creek to Markham.
Comments: If use of the railroad ceased, and the right-of-way completely abandoned, this would be an outstanding opportunity for a shoreline trail along the south shore of Grays Harbor.

(29) Chapin Creek mouth
Location: South shore of Grays Harbor at Chapin Creek
Description: Small stream flows into the harbor. Adjacent shores are marsh, grass and shrubs.
Summary: Wide shoulder for parking west of bridge, south side of road. Scenic view of harbor and urban area.
Comments: A sign to be placed at the bridge identifying the creek and shoreline access is recommended. Other potential development includes shoulder parking and a path to the shoreline.

Figure 7
GRAYS HARBOR SHORELINE ACCESS SITES, SOUTH SHORE VICINITY



(30) South Arbor Road end

Location: South shore of Grays Harbor at South Arbor

Description: Marshy shore, grass, shrubs, trees.

Summary: County road terminates at railroad adjacent to shoreline. Parking for approximately five cars. Foot access to marsh and extensive mud flats. Views of wildlife habitats and urban areas.

Comments: Potential exists for trespass onto private property.

(31) Markham, Old Highway

Location: Markham, south shore of Grays Harbor

Description: Old highway end, view of marshy shore and Markham Island.

Summary: Old highway dead-ends adjacent to oyster and cranberry processing plants. Park and view harbor and Markham Island.

Comments: Paved road end with little traffic provides an opportunity to enjoy the outdoors away from the crowds.

(32) Johns River Habitat Management Area

Location: Mouth of Johns River, Markham

Description: WDG managed natural area along Johns River, sloughs, grasses and shrubs.

Summary: Parking for 75 cars. Restrooms, boat launch, access for foot and boat travel to marshlands and estuary.

Comments: Recent improvements have been made to foot trails, including installation of foot bridges.

(33) Markham Island

Location: Markham, off mouth of Johns River

Description: Low, grassy, natural island.

Summary: Natural island attracts wildlife. Accessible by boat only.

Comments: No development will probably occur on Markham Island.

(34) Bottle Beach

Location: South shore of Grays Harbor at Ocosta

Description: County road-end leads to sandy beach, dunes, grasses; mud flats beyond.

Summary: Sandy beach with county road access, view across South Bay to Westport and harbor entrance.

Comments: Road needs work, "bridge" over Redman Slough has washed out, so must cross slough (deep ravine) to reach trail to beach. Recommend no vehicle access past slough and deny access to ORVs. Recommended development includes construction of a foot bridge across the slough and improvements to the parking area.

Figure 8
GRAYS HARBOR SHORELINE ACCESS SITES, MARKHAM/OCOSTA VICINITY

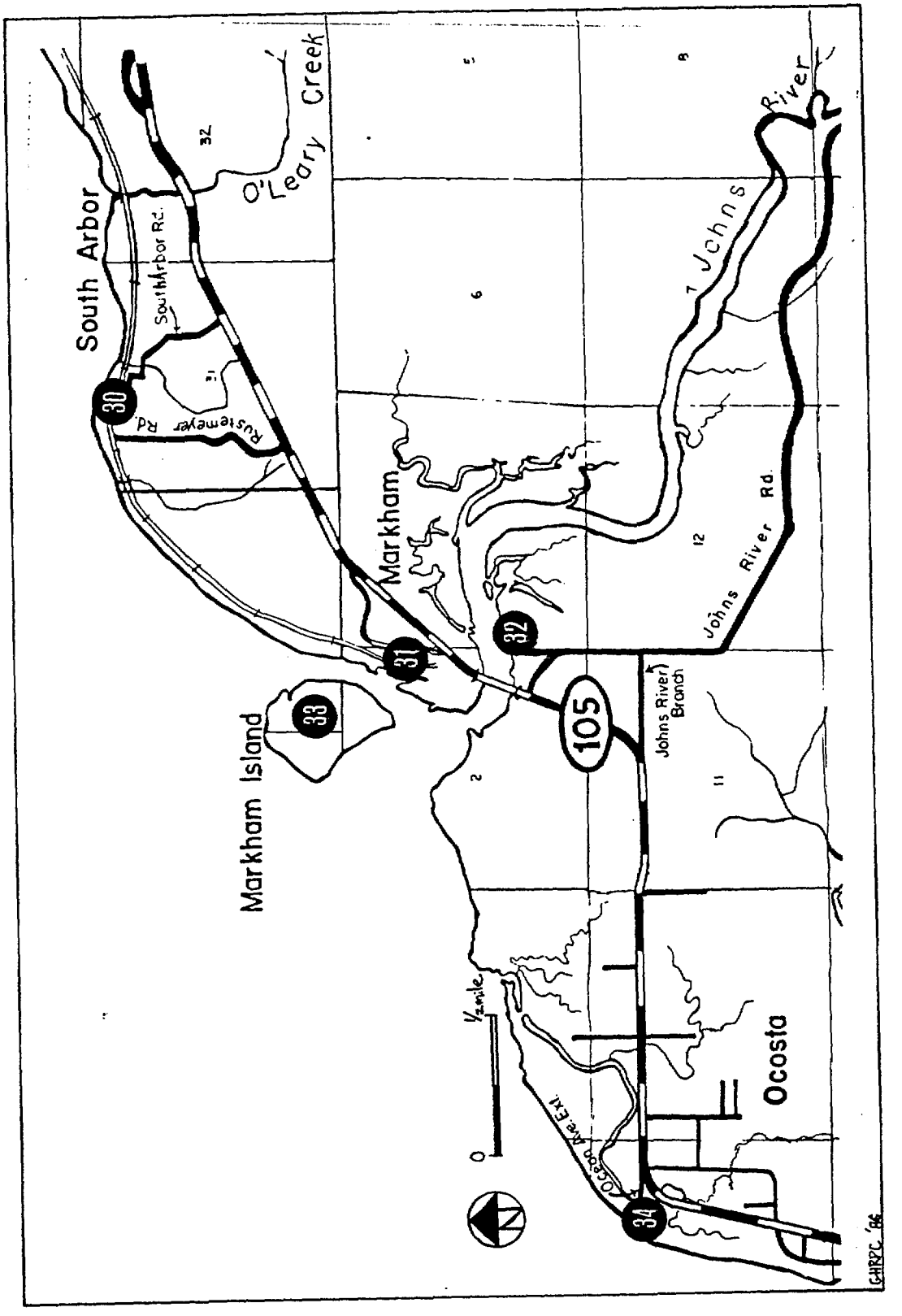
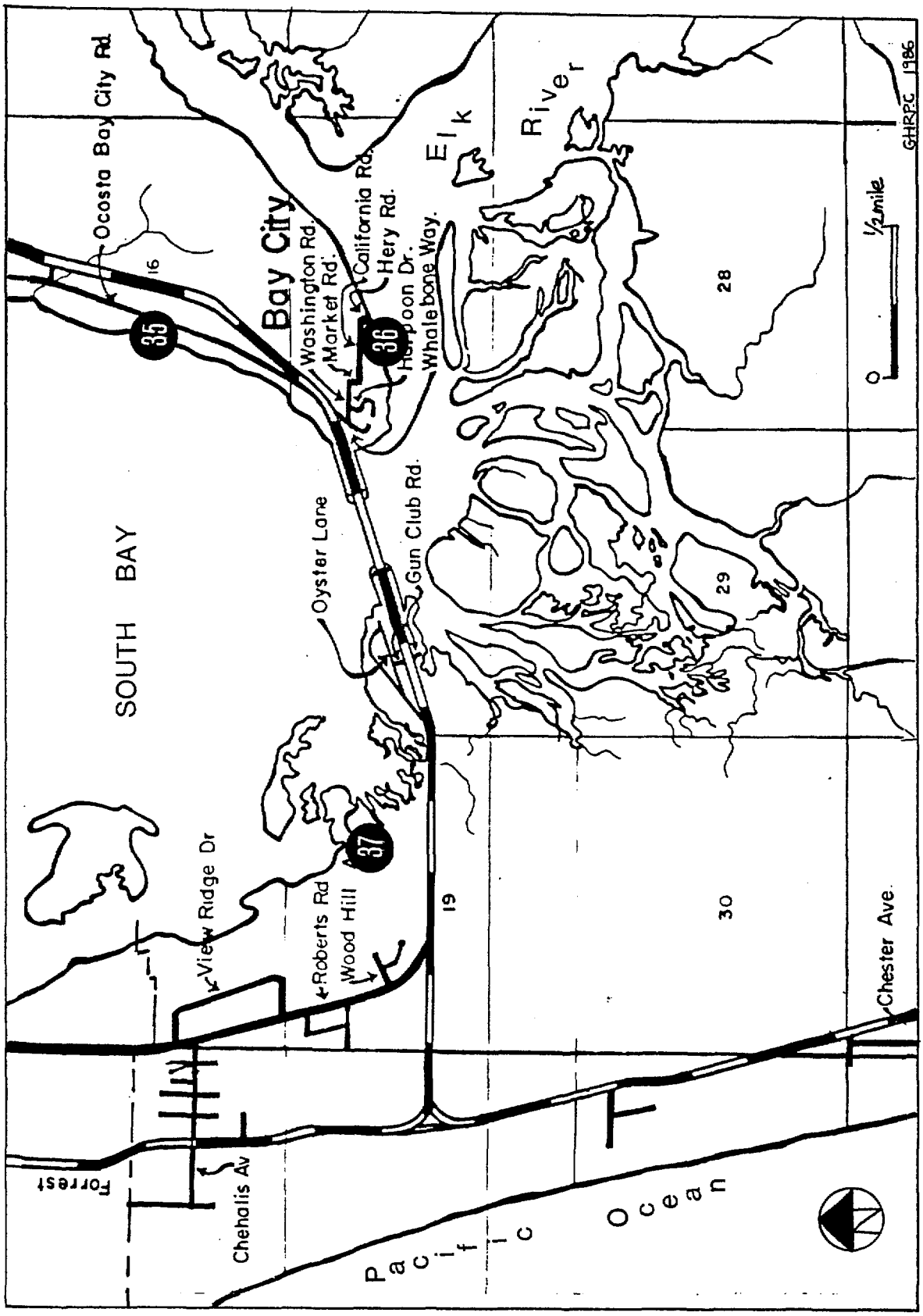


Figure 9
GRAYS HARBOR SHORELINE ACCESS SITES, SOUTH BAY VICINITY



(35) Ocosta-Bay City Road

Location: South Bay east of Elk River estuary

Description: Old highway from Ocosta to Bay City, south of unnamed slough are several short trails to muddy beach and marshlands.

Summary: Rough but scenic old highway from Ocosta to Bay City. Shoulder parking with a few mud trails to shoreline.

Comments: Road is very rough (gravel)! Lots of garbage has been dropped along the shoulder of the road. Beach along this stretch is not particularly inviting for walking as there are many small sloughs to cross.

(36) South Bay Gun Club Boat Launch

Location: South Bay, Elk River estuary (Beardslee Slough)

Description: County road ends at unpaved boat launch.

Summary: Boat launch in Elk River estuary allows access to estuary and South Bay.

Comments: No parking available.

(37) Washington Department of Game land at Laidlaw

Location: South Bay, west of Elk River Bridge, at Laidlaw

Description: Pasture land slated for reversion to wetlands.

Summary: Natural area, grassy salt marsh. Potential for low-intensity recreation.

Comments: WDG plans to move existing dike inland and let the area revert to salt marsh. Potential to develop small parking area and foot path when dike is relocated. (This area was deeded to the Game Department as mitigation for Ocean Shores Airport development.)

4.5.2 ISSUES AND POTENTIALS

a) Highway 105 follows the south shore of Grays Harbor for several miles, and the motorist is afforded a number of peeks at the estuary. However, there are no marked waysides to encourage tourists to pull off and admire the view.

b) The newly abandoned railroad right-of-way along the south shore, although still in use, could, at some time in the future, provide a unique opportunity for a ten-mile shoreline trail stretching from South Aberdeen to Markham.

c) The potential exists for disturbance of a bald eagle nesting and roosting area along the south shore, and any development considered for this area should have the lowest possible impacts on these endangered animals.

d) Garbage dumping has become a problem in the area of Ocosta and the old highway between Ocosta and Bay City. Steps should be taken to reduce the incidence of dumping in all shoreline areas.

e) Ocean Avenue in Ocosta has been a public shoreline access since a large dock existed these in the early 1900's. Currently known as Bottle Beach (named for the bottle works which used to be located here), this area remains in public ownership as a county road end.

f) Increasing access around South Bay increases the potential for conflicts between beach goers and the oyster grower. Poaching has become a serious problem for the private oyster culture.

4.5.3 PRIORITIES

a) Improvements should be made at the Bottle Beach access;
b) A wayside should be developed at the mouth of Chapin Creek, allowing motorists to pull off the highway to view the harbor;
c) Future efforts should be directed toward acquisition and development of a linear public access along the south shore railroad right-of-way, should its use be curtailed.

4.6 WESTPORT SUB-AREA

4.6.1 SITES

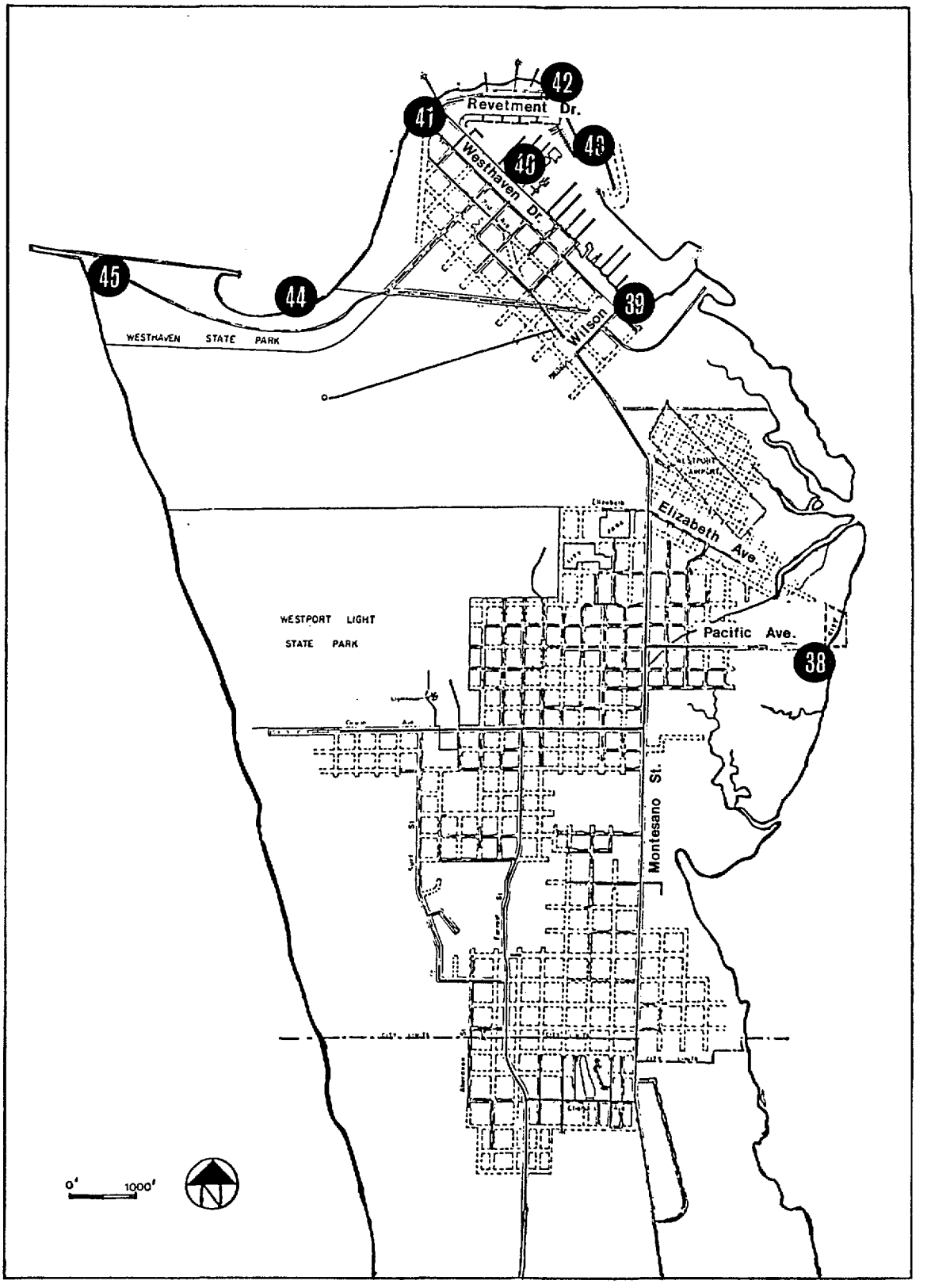
(38) Pacific Avenue City Park
Location: Westport
Description: Salt marsh adjacent to flood control dike
Summary: Natural salt marsh.
Comments: Westport Parks and Recreation Plan designates this area for park development.

(39) Westport Boat Launch
Location: Westport Boat Basin
Description: Four-lane paved boat launch with service pier, adjacent parking.
Summary: Public boat launch with service pier, adjacent parking and restrooms.
Comments: New sign needed.

(40) Westport Marina
Location: Westport
Description: marina
Summary: Scenic boat basin and center of marine commercial and recreational fishing.
Comments: Placement of benches at the head of each float (next to the sidewalks) would enhance public enjoyment of this area.

(41) Westport Viewing Tower
Location: Westport
Description: Viewing tower with interpretive displays.
Summary: Viewing tower and interpretive displays. View of harbor entrance, Ocean Shores, entire harbor.
Comments: Used heavily by the public.

Figure 10
GRAYS HARBOR SHORELINE ACCESS SITES, WESTPORT SUB-AREA



(42) Revetment Drive Viewing Platform
Location: Westport, Pt. Chehalis
Description: Wheelchair-accessible viewing platform atop rock revetment.
Summary: Viewing platform with interpretive displays is wheelchair accessible. Adjacent to paved parking and restrooms.
Comments: Shares parking and restrooms with public fishing pier and Fisherman's Memorial.

(43) Westport Fishing Pier
Location: Westport Marina
Description: Public floats and fishing pier.
Summary: Public access across floats to fishing pier atop marina bulkhead. Scenic view of harbor. Benches.
Comments: Public pier with great view of harbor, Ocean Shores, and entrance to boat basin. Due to tidal fluctuations, ramps up/down to float are occasionally steep.

(44) Half Moon Bay
Location: Westhaven State Park
Description: sandy beach, sand dunes.
Summary: Park in state park paved lot (restrooms) and walk to this sand/pebble beach on the harbor side of the jetty.
Comments: ORVs (off-road vehicles) are restricted by law. A sign and some interpretive displays would enhance public enjoyment of this area.

(45) South Jetty
Location: Westhaven State Park, Westport
Description: Rock jetty adjacent to sand/pebble beach.
Summary: Can climb on rock jetty, jetty fishing.
Comments: Interpretive displays would enhance public enjoyment of this area.

4.6.2 ISSUES AND POTENTIALS

a) Currently, with the exception of the Pacific Avenue site, no South Bay access has been identified within the City of Westport.
b) Signs should be installed directing people to Half Moon Bay, and interpretive signs would enhance the area.
c) ORV regulations should be more strictly enforced in the dune areas adjacent to the Westhaven State Park.

4.6.3 PRIORITIES

a) Access to the South Bay at Pacific Avenue should be developed.

5

Site Development Potentials

CHAPTER 5
SITE DEVELOPMENT POTENTIALS

5.1 INTRODUCTION

This chapter identifies the five shoreline access sites deemed by the Shoreline Access Citizen Advisory Committee as having the highest priority for development or improvements. They are: Site Number 6, Sunrise Avenue Park, Ocean Shores; Site Number 12, Grays Harbor City Railroad Corridor; Site Number 13, High Elevation Vista Point at the 101-109 Bypass; Site Number 29, Chapin Creek Wayside; and Site Number 34, Bottle Beach, Ocosta (refer to Figure 2, page 19).

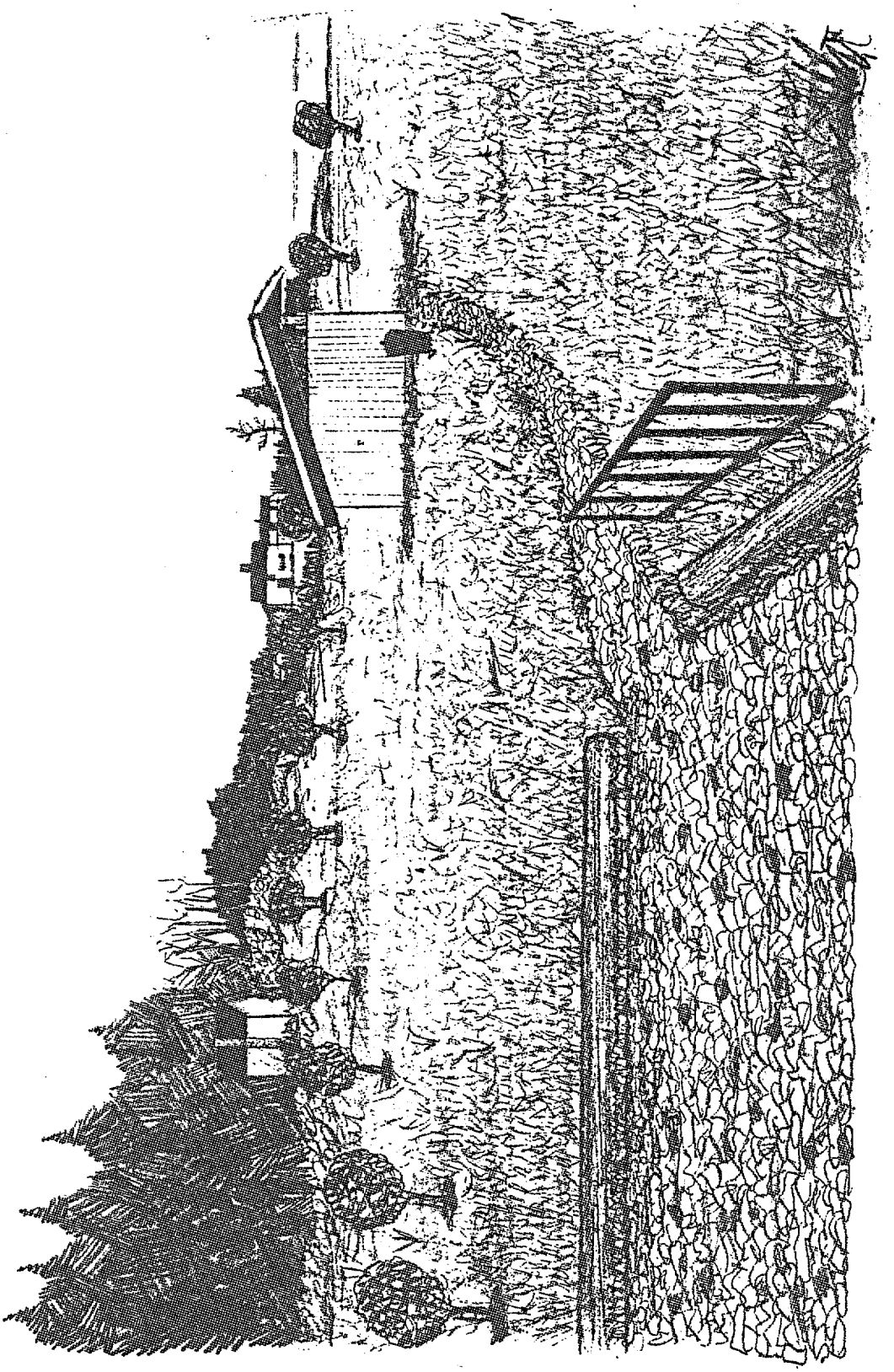
Community priorities, as determined through results of the shoreline access questionnaire, together with conclusions drawn while reviewing the inventory of shoreline access sites, were important considerations in the process of choosing these sites. Other primary criteria used in selecting these candidate sites were: (1) a need for access in a particular location; (2) an outstanding opportunity; or (3) existing use as shoreline access which could be enhanced at relatively low cost. Another aspect of site selection was the ability of each particular site to withstand intensive use when compared to other potential sites with similar characteristics. Many other issues, such as safety factors and potentials for conflict with adjacent land uses, were also addressed when selecting these final candidate sites.

5.2 SUNRISE AVENUE CITY PARK, OCEAN SHORES

The proposed Sunrise Avenue City Park (Site Number 6) is located in Ocean Shores on the east side of Point Brown along North Bay. With approximately 400 feet of bay frontage and an easement from Sunrise Avenue, this 1.8 acre site provides excellent view access to the bay. Owned by the city of Ocean Shores, the site is currently vacant, but is designated for public use as a park in the Ocean Shores Comprehensive Development Plan. Its management category under the Grays Harbor Estuary Management Plan is Urban Residential, and the parcel is zoned for single-family development. The shoreline environment designation for this area is Urban, and parks are a permitted use in the Ocean Shores Urban shoreline environment. Several parcels of undeveloped residential property lie between the park and the street but, since it was known at the time any sale occurred that a park was planned to be sited there, no objections regarding view obstruction are anticipated from adjacent land owners. Some potential exists for disturbance to private oyster tidelands.

Objectives in developing this park were to provide all-weather picnic facilities and a view of the bay (Figure 11). The size of the site and availability of street access allows for on-site parking. Possible activities include scenic viewing, walking, and picnicking. Designs for the site (Figure 12) include gravel access road and parking lot, bike rack, picnic shelter, benches along the bluff, trash bins, and landscaping to separate the park from adjacent private land.

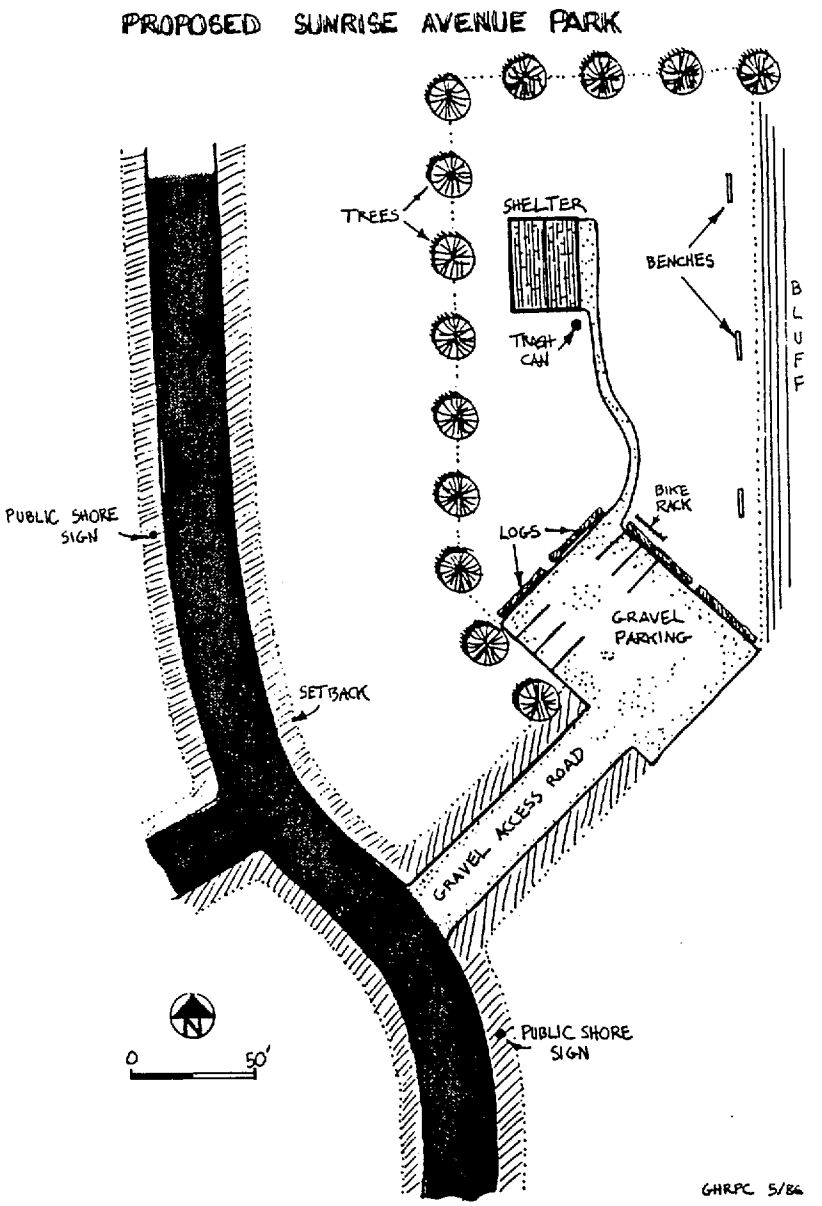
Figure 11
PROPOSED SUNRISE AVENUE PARK, OCEAN SHORES



Development could occur in stages, with the first being grading and paving of the road and parking lot, possibly provided by the City. Additional development could be sponsored by a local civic or recreational group through donated labor and materials. Other possible sources of funding include IAC and ALEA grants (see Section 3.7).

Recommendation: The City of Ocean Shores is encouraged to solicit a co-sponsor (i.e. private recreational or civic group), complete detailed plans, seek funds, and proceed with development of the Sunrise Avenue City Park in Ocean Shores.

Figure 12
PROPOSED SUNRISE AVENUE PARK, SITE DESIGN



5.3 GRAYS HARBOR CITY RAILROAD CORRIDOR

In 1983, Burlington Northern Railroad abandoned its line from west Hoquiam to Aloha. Tracks and trestles were removed in 1985, leaving a level bed for most of the railroad's length. Approximately two miles of this railroad grade skirt the estuary shoreline between Grays Harbor City and Pt. New (Site Number 12). This has become a popular hiking area (Figure 13), and, indeed, few areas offer such a spectacular view of Grays Harbor. Its proximity to Bowerman Basin makes this site ideal for recreational development.

The current land ownership lies with Burlington Northern, although it is understood that most parcels will revert to private ownership as the abandonment process is completed. In 1984 Burlington Northern approached Grays Harbor County with an offer to sell the 21-mile line for $632,040. However the County was forced to decline this offer as no monies were available. The Shoreline Access Citizen Advisory Committee places a high priority on the acquisition of the Grays Harbor City portion (approximately two miles) of this line for recreational use.

The site is presently being used by hikers, birdwatchers, and other outdoor enthusiasts. Jurisdiction for this site falls to Grays Harbor County. The shoreline environment designation in this area is rural, which allows public access areas and devices as permitted uses. This portion of the county is zoned General Development, with industrial zoning to the east, adjacent to Grays Harbor City. The Grays Harbor Estuary Management Plan also splits this area into two different management categories; the Point New area is designated Rural Low Intensity while the Grays Harbor City portion is designated as Urban Development (to accommodate the transportation corridor).

Safety issues are of concern for this site. Any turns off Highway 109 are dangerous near the Grays Harbor City curve, and more intensive use will increase the potential for serious traffic accidents at this location. The site design presented in this document takes into account future highway improvements which are planned by the Washington State Department of Transportation (WSDOT), including superelevation of the curve. Some concern was also expressed regarding the stability of the bluff next to the railroad bed, since winter slides have also been a problem.

Another issue to be addressed is the potential for conflict with land owners. Several homes are located adjacent to the railroad right-of-way beginning approximately two miles from Highway 109 at Grays Harbor City, and a few problems have arisen involving recreationists trespassing on private property. It is for this reason that the proposal put forth in this plan extends no further than two miles along the railroad corridor, and measures are proposed to protect private property owners from trespass. At this time, ownership along the right-of-way is in question, therefore no definite suggestions can be made as to procedure for acquisition of these properties.

Figure 13
GRAYS HARBOR CITY RAILROAD CORRIDOR

Objectives for this project can be split into two separate categories. One priority is the acquisition of two miles of the railroad corridor to serve as a shoreline trail. Appropriate facilities would be installed to discourage trespassing on private property beyond the trail end. A second proposal is the development of a shoreline access viewing platform at the trailhead adjacent to Highway 109 in Grays Harbor City. This platform, overlooking the western edge of Bowerman Basin, would provide unique opportunities for interpretation of the tideland environment and wildlife which are present in this vicinity.

The former shake mill adjacent to Highway 109 in Grays Harbor City is presently for sale, and this location is being considered for the proposed recreational development. The design (Figure 14) includes a parking area with access from Highway 109 situated well away from the curve (Figure 15). As mentioned above, a wheelchair-accessible viewing platform would extend across the railroad right-of-way, with a ramp leading to the trail (Figure 16). It is anticipated that this design would inhibit the use of off-road vehicles along the railroad corridor. Potentially, interpretive displays could be installed along the viewing platform if it was determined that vandalism would not destroy the utility of such a display. Restrooms, a bike rack, informational kiosk, and trash bins complete the proposed design.

Recommendation: Due to the complexity of issues surrounding acquisition of the railroad corridor and development of a shoreline access site at Grays Harbor City, it is recommended that a study be initiated which would determine the feasibility of these proposed projects. If the projects proved to be feasible, the study would identify the best suited project sponsor, detail funding alternatives, and outline a procedure for acquisition of approximately two miles of railroad corridor and the access development site.

Figure 14
GRAYS HARBOR CITY, PROPOSED SITE DESIGN

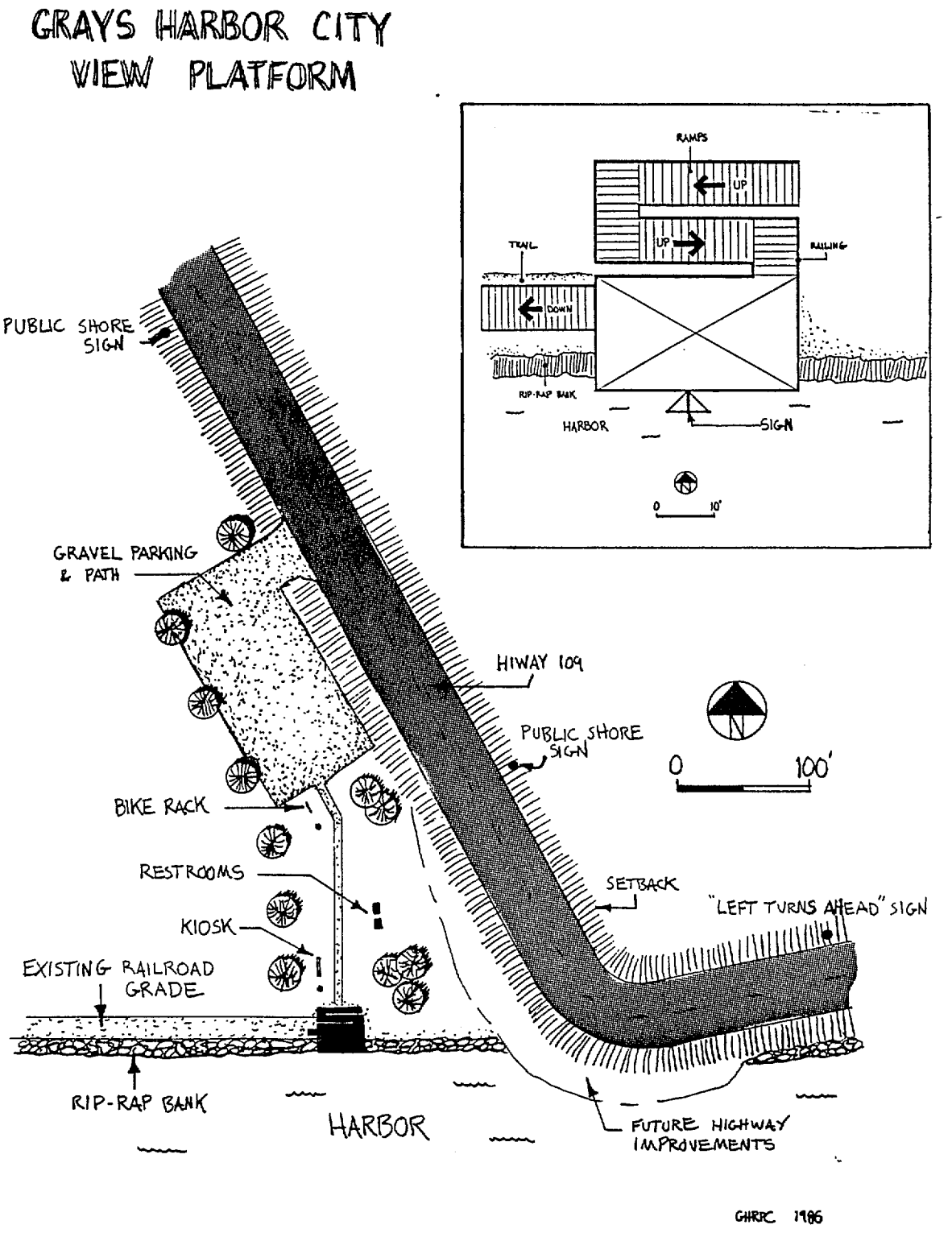


Figure 15
GRAYS HARBOR CITY, PROPOSED SITE IMPROVEMENTS

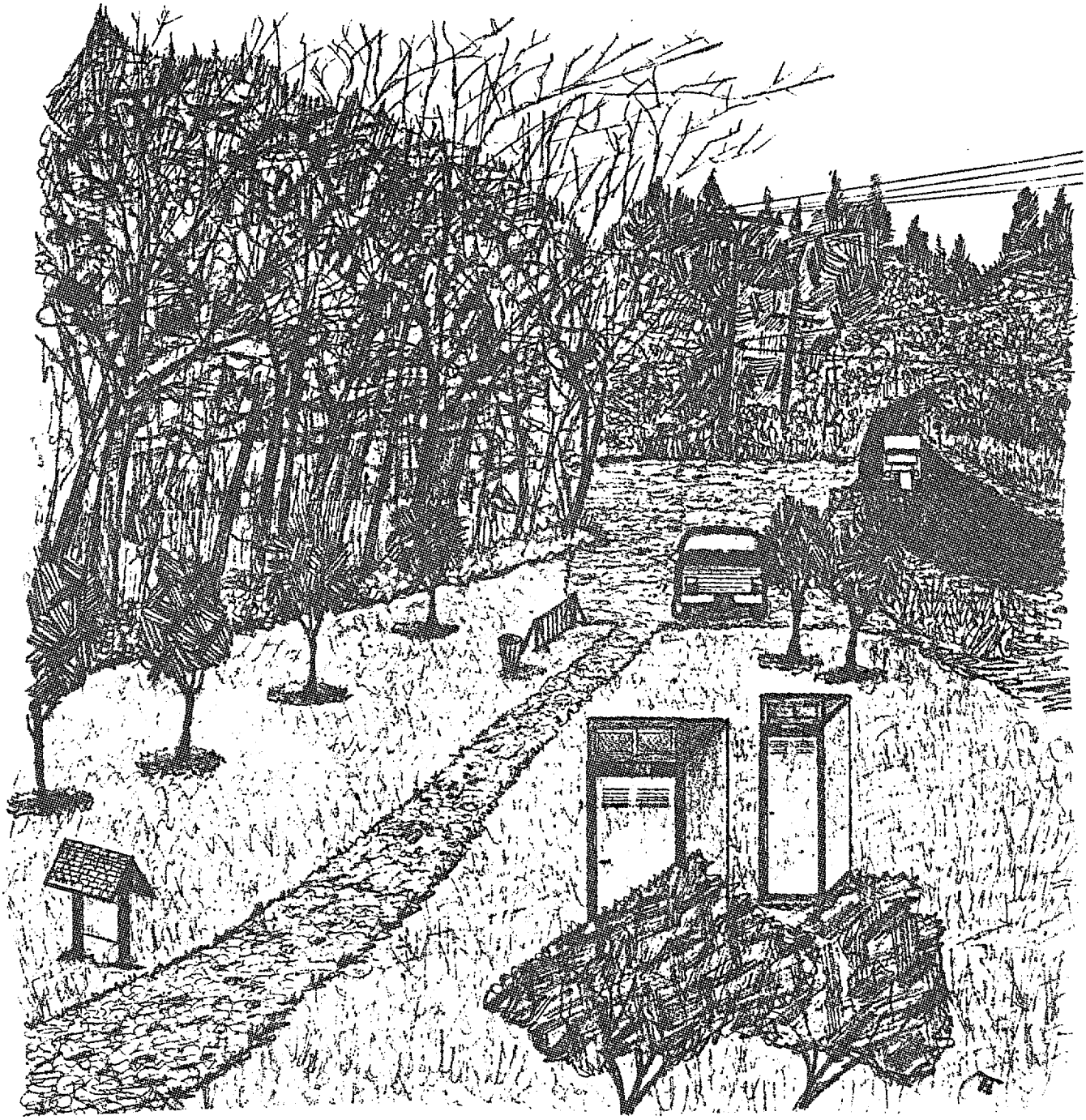
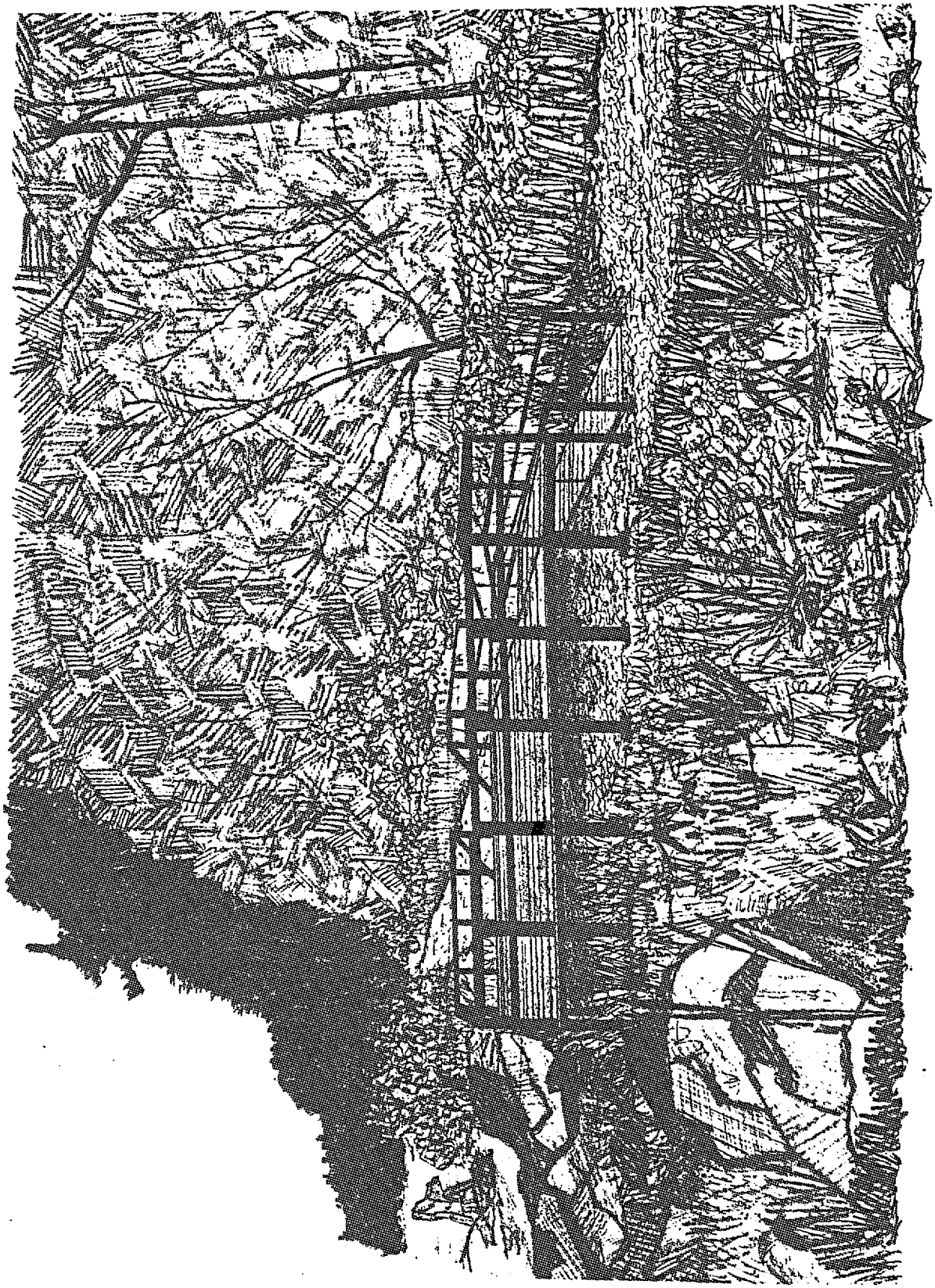


Figure 16
GRAYS HARBOR CITY, PROPOSED VIEWING PLATFORM



5.4 URBAN AREA HIGH ELEVATION VISTA POINT HIGHWAY 101-109 BYPASS

A need exists for an overlook of the entire harbor located near the urban area. No formal viewpoint exists, and although there are several informal vistas scattered throughout residential areas of each city, none quite fulfills the need. An opportunity exists for such a development to be incorporated into the construction of the 101-109 bypass route west of Hoquiam, and although several issues have been raised with regards to this particular siting, the project was identified as a priority by the committee because of its overall importance to both residents of and visitors to the Grays Harbor community.

The vista point (Site Number 13) is proposed for the west bypass-highway right-of-way atop the ridge north of Bowerman Basin (Figure 18). This location affords a sweeping view of the urban area from the Basin east and, with the thinning of a few trees, would extend to Westport and the harbor entrance, giving a vista of Grays Harbor which surpasses any other view area around the harbor.

The area adjacent to this proposed vista point is currently being developed as a bypass route between Highway 101 to the north, and Highway 109 which runs west from Hoquiam along the north shore of Bowerman Basin. The bypass itself bisects the Hoquiam City limits such that the proposed site is situated in the unincorporated county. Adjacent private lands along the ridge are owned by the Port of Grays Harbor. The zoning and comprehensive plan designations are both Industrial, due to the proximity of nearby industrial areas. Since the area along the ridge is not immediately adjacent to shoreline areas, Shoreline Management jurisdiction and the Grays Harbor Estuary Management Plan do not apply.

One limitation of this site is that vehicular access to a ridge-top viewpoint in this particular location is impossible, because the width of the right-of-way is too narrow for this type of development. Also, maintenance is sure to be a problem, as much vandalism and trail bike usage are known to occur in this area. The Washington State Department of Transportation is very concerned about these issues, and also about the problem of liability.

Several options are available regarding funding of this project. Originally it was thought that this type of development could be included with the WSDOT highway construction project. The Port of Grays Harbor has offered an easement for the actual vista point on Port property at the top of the ridge. Materials and labor could be solicited from the community, or IAC funding could be sought for viewpoint and trail development. WSDOT is hesitant to become involved with this project unless maintenance issues can be resolved. Further investigations into this project are recommended.

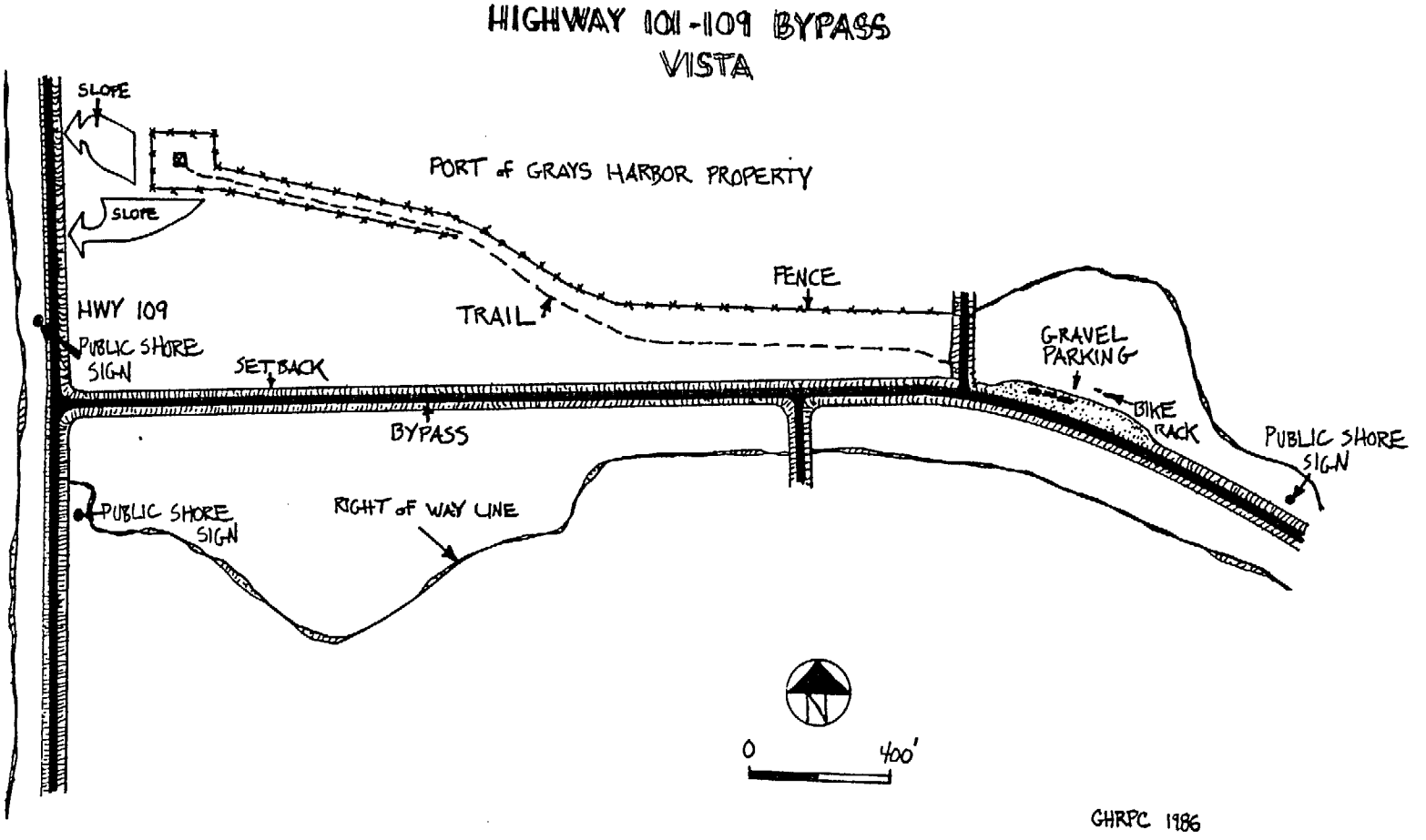
The objective for development of this project is to provide a public viewpoint from which the entire harbor and urban area can be observed. Proposed site design includes a trail within the highway right-of-way

leading to a concrete pad vista point, with benches and trash bins, at the crest of the ridge. The opportunity exists for installation of interpretive displays and oblique maps, but only if maintenance could be ensured. Parking would be provided in the shoulder of the highway north of the trailhead (Figure 18). However, the proposed foot path, which leads up the steep right-of-way grade, would probably not be accessible to elderly or disabled persons.

Recommendation: The Grays Harbor Shoreline Access Citizen Advisory Committee should continue investigations into the development of a high elevation vista point at the Highway 101-109 Bypass, further the dialogue between persons affected by the project, and seek agreement as to design, implementation, and maintenance of this vista point.

Figure 17
HIGH ELEVATION VISTA POINT, HIGHWAY 101-109 BYPASS (TOP RIGHT)

Figure 18
PROPOSED VISTA POINT, HIGHWAY 101-109 BYPASS



5.5 CHAPIN CREEK WAYSIDE - SOUTH SHORE

As motorists travel west from Aberdeen along Highway 105 they begin to catch glimpses of the harbor north of the road. The first real break in the vegetation which separates the highway from the harbor occurs at the mouth of Chapin Creek (Site Number 29), and it is here that a wayside is proposed for viewing and access to the south shore of the harbor.

This location has many advantages. First, it is immediately adjacent to the shoreline, so motorists are not required to leave their cars to experience the view, and no extensive trail system need be developed to achieve access to the shore. Secondly, this site is located far enough away from a south shore bald eagle nest that disturbance of these endangered birds would be avoided. Finally, the views available at the site (Figure 19) are spectacular, especially as perceived by the first time visitor, and a developed wayside at this location gives the motorist an opportunity to pull out of traffic to enjoy the scenery.

The proposed development occurs mostly within established right-of-way for Highway 105 and the Burlington Northern Railroad corridor. Shorelands and tidelands north of the railroad are privately owned. Jurisdiction belongs to Grays Harbor County. A Conservancy shoreline environment is specified, and the Grays Harbor Estuary Management Plan designates this area as Conservancy Managed. The location is zoned General Development, consistent with the General Development classification given in the Comprehensive Plan.

Design options include signage, and a widened shoulder north of the highway for parking (Figure 20). (Issues concerning safe access from the highway will have to be investigated.) Additional structures proposed would include a kiosk for interpretive materials, trash bins, and a bicycle rack. Developed trails could be added if usage creates a demand for them in order to protect the marshland environment. Easements for this access site would be obtained from WSDOT, Burlington Northern Railroad, and the adjacent land owner. Funding could be solicited from IAC or ALEA Funds, or the project could be developed through community donations, and it could be maintained through an agreement with a local interest group, WSDOT, and Grays Harbor County.

Recommendation: The Grays Harbor Shoreline Access Citizen Advisory Committee should solicit a sponsor for development of shoreline access at the mouth of Chapin Creek. All persons who would be affected by the project should be contacted and easements or use agreements obtained, safety issues resolved, and development of this site should proceed.

Figure 19
LOOKING WEST FROM THE MOUTH OF CHAPIN CREEK

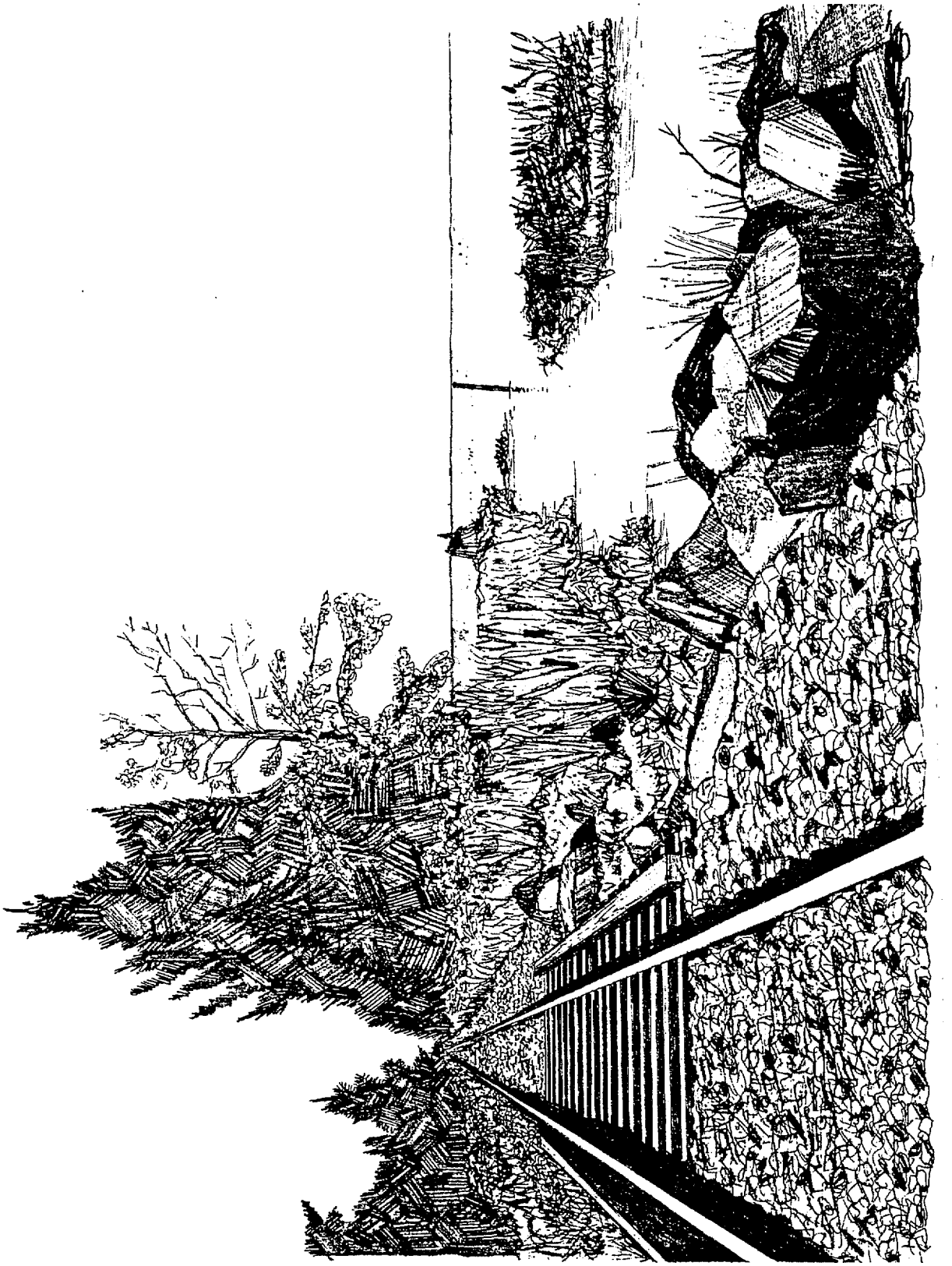
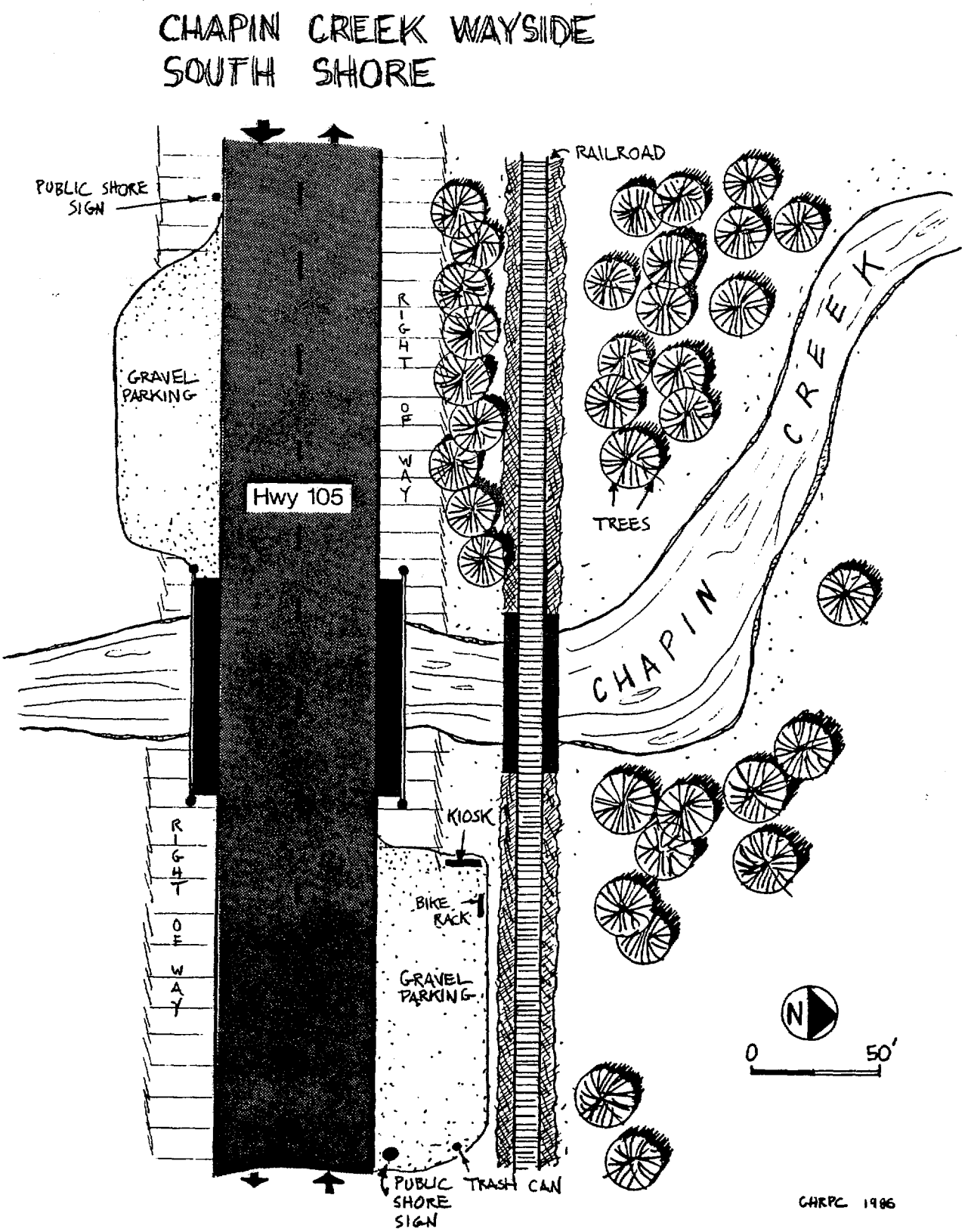


Figure 20
PROPOSED CHAPIN CREEK WAYSIDE



5.6 BOTTLE BEACH, OCOSTA

Bottle Beach (Site Number 34) has provided public access to Grays Harbor and South Bay since the turn of the century, when the City of Ocosta was a thriving community. Until recently a bridge provided vehicular access across Redman Slough and access to the sandy beach was relatively easy. This ready access, however, also provided the opportunity for garbage dumping which irritated adjacent property owners, urging them to seek closure for this public beach access. When the bridge across the slough washed out in early 1984, automobile access to the road end was obliterated, thus easing the litter problem. However, recreational users of this access were forced to cross the resulting deep ravine and slough to gain access to the beach.

The access to Bottle Beach falls under Grays Harbor County ownership as the end of a county road (formerly Ocean Avenue, Ocosta). The shoreline environment is Rural, and the Grays Harbor Estuary Management Plan anticipates Rural Agriculture use for the Ocosta shoreline area. The Grays Harbor Comprehensive Plan states this area to be Urbanizing, and zoning is for General Development.

Issues regarding this project include the potential for disturbance to adjacent residential property, and a remote possibility that privately grown commercial oysters may be disturbed through beach use. A desire to exclude off-road vehicles from the sensitive beach areas has also been expressed. The history of conflict between beach users and private property owners probably could be resolved through responsible facility development which concentrates recreationists away from conflict areas.

This project could be accomplished utilizing grant monies from ALEA or the IAC, in cooperation with County support. Maintenance of the development could be shared between local recreation clubs and Grays Harbor County.

Improvements to the access road and a gravel parking area are proposed for the Bottle Beach access point (Figure 21). Additionally, a foot bridge could be installed (Figure 22) including a design to discourage access by ORV's. The path to the beach would remain undeveloped unless future use patterns indicate trail development is necessary to preserve the environment. As with other proposed developments, a bicycle rack, trash bin, and kiosk are included in the proposed site design (Figure 23). This area provides a particularly unique opportunity for interpretive displays, and such displays should be encouraged.

Recommendations: It is suggested that Grays Harbor County take the lead in development of the Bottle Beach project.

Figure 21
PROPOSED IMPROVEMENTS TO BOTTLE BEACH ACCESS ROAD, OCOSTA

Figure 22
BOTTLE BEACH ACCESS, PROPOSED FOOT BRIDGE

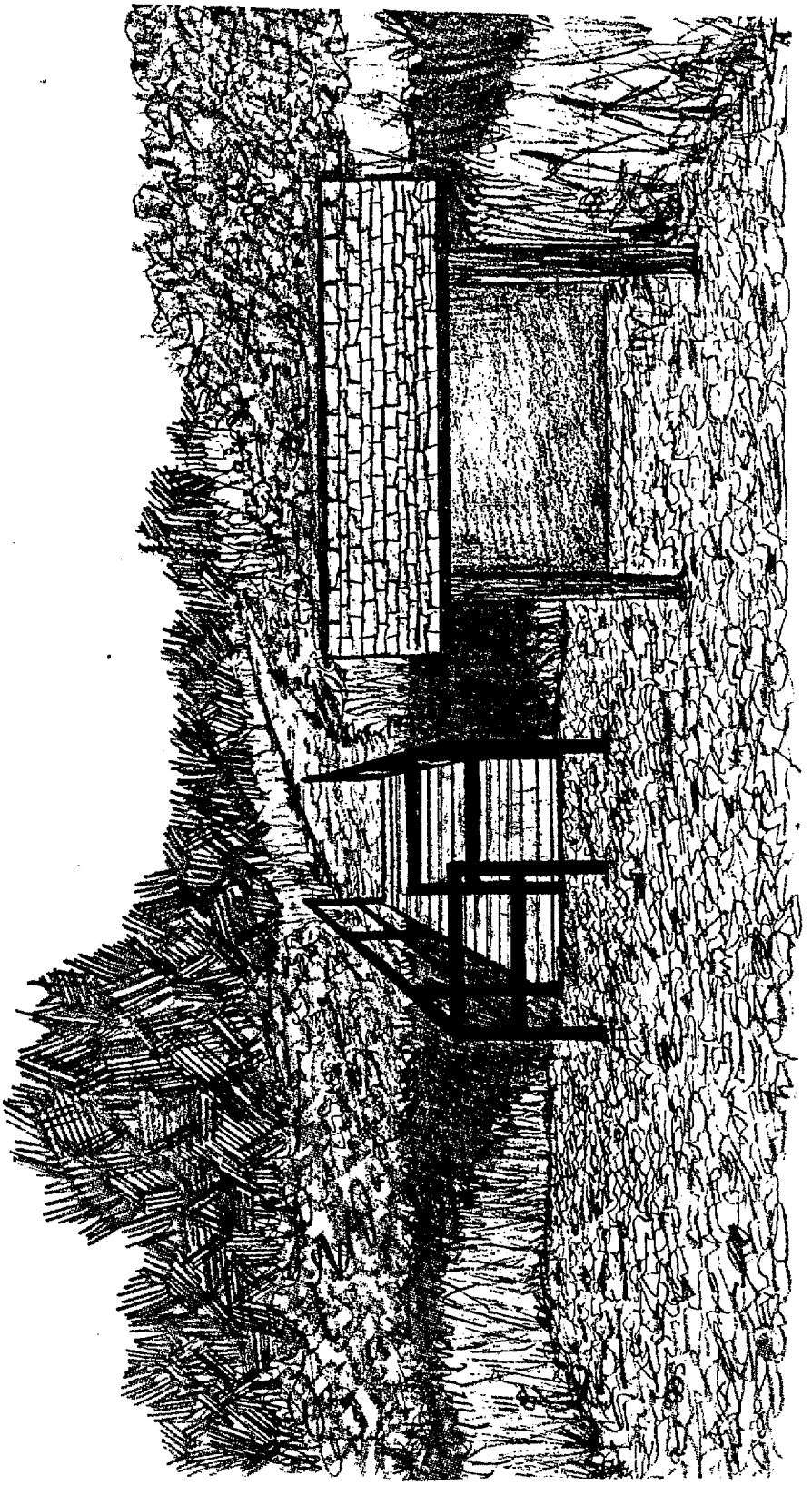
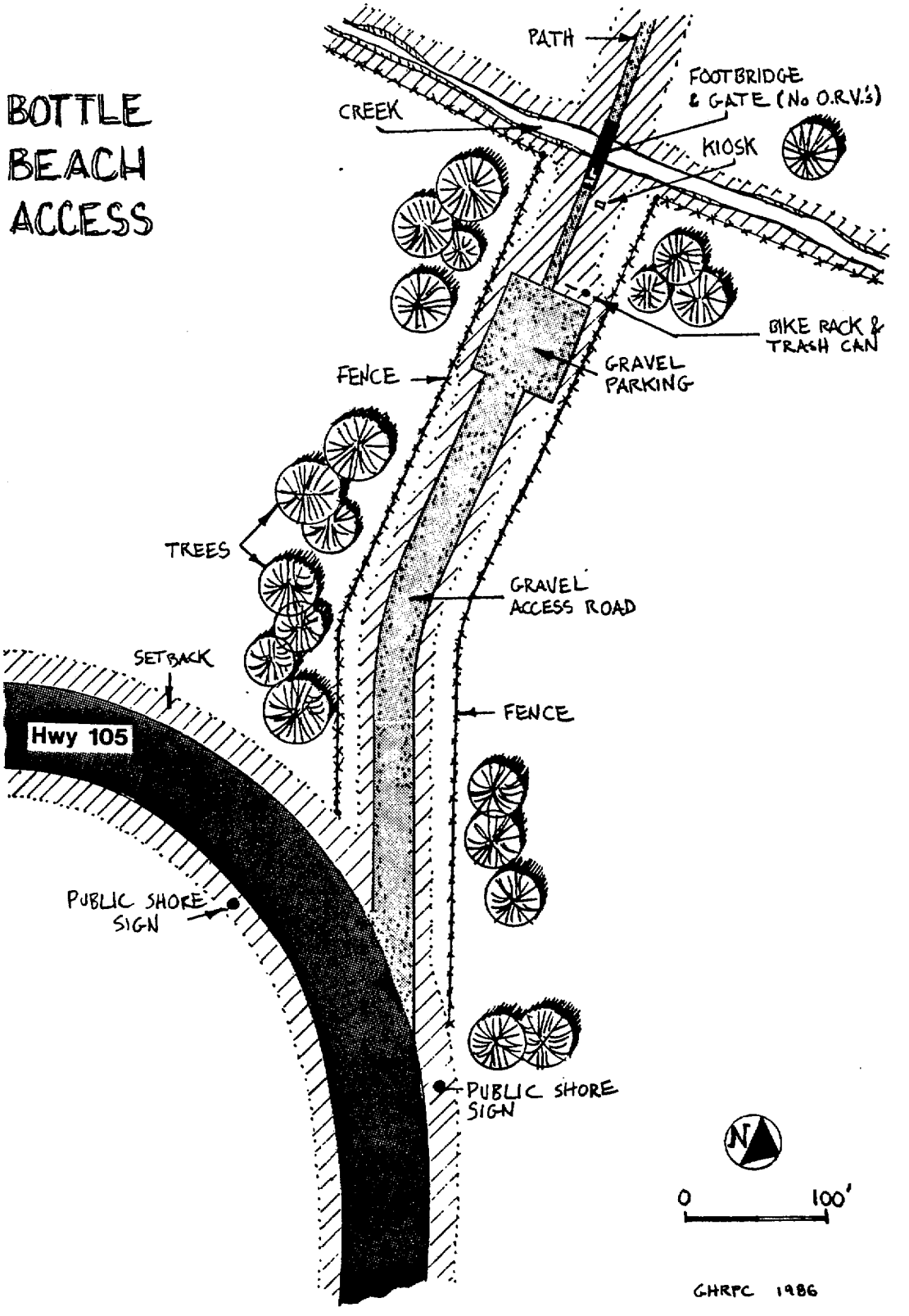


Figure 23
BOTTLE BEACH ACCESS, PROPOSED SITE DESIGN



5.7 CONCLUSION AND RECOMMENDATIONS

Initiation of action on any of these proposals must come from a sponsoring agent, usually the property owner. At the present time, two of these candidate sites are owned entirely by public entities; Sunrise Avenue Park site is owned by the City of Ocean Shores and the Bottle Beach Access Road falls under Grays Harbor County management. Roadside development at Chapin Creek would occur within the existing rights-of-way, but easements and use agreements must be obtained from Burlington Northern, Washington State Department of Transportation, and the adjacent shorelands property owner. Further research is needed to resolve safety and maintenance issues for the proposed Highway 101-109 Bypass Vista Point before that project can go forward. Finally, ownership issues along the Grays Harbor City railroad corridor must be settled, property acquired, and funding options for construction of access facilities further researched so that this important recreational development may become a reality.

SUMMARY OF RECOMMENDATIONS:

- The City of Ocean Shores is encouraged to solicit a co-sponsor (i.e. private recreational or civic group), complete detailed plans, seek funds, and proceed with development of the Sunrise Avenue City Park in Ocean Shores.

- It is suggested that Grays Harbor County take the lead in development of the Bottle Beach project.

- The Grays Harbor Shoreline Access Citizen Advisory Committee should solicit a sponsor for development of shoreline access at the mouth of Chapin Creek. All persons who would be affected by the project should be contacted, easements or use agreements obtained, safety issues resolved, and development of this site should proceed.

- Due to the complexity of issues surrounding acquisition of the railroad corridor and development of a shoreline access site at Grays Harbor City, it is recommended that a study be initiated which would determine the feasibility of these proposed projects. If the projects proved to be feasible, the study would identify the best suited project sponsor, detail funding alternatives, and outline a procedure for acquisition of approximately two miles of railroad corridor and the access development site.

- The Grays Harbor Shoreline Access Citizen Advisory Committee should continue investigations into the development of a high elevation vista point at the Highway 101-109 Bypass, further the dialogue between persons affected by the project, and seek agreement as to design, implementation, and maintenance of this vista point.

- Public information and educational materials should be developed regarding recreational amenities along the shores of the Grays Harbor estuary.

- Further studies on acquisition of appropriate linear access along the south shore of Grays Harbor utilizing the railroad right-of-way should be initiated so that implementation is facilitated at such time as use of this rail line is curtailed.

- Washington State Department of Ecology standard shoreline access signs should be placed at appropriate access points.

Appendix

APPENDIX A

INVENTORY

This inventory of shoreline access sites around the Grays Harbor estuary was developed from suggestions offered in the shoreline access questionnaire, discussions with advisory committee members, and field research. This is by no means a complete listing of available shoreline access in Grays Harbor, but represents the majority of access points where safe access can be gained with minimal disturbance to private property rights and natural environments.

Each of the forty-five sites listed in the inventory was visited by Grays Harbor Regional Planning Commission staff. Several types of information were collected by observation at the site, including vehicular access to the site, a description of the natural environment, types of facilities, adjacent land use, hazards and precautions, and summary of attractions for the site. Ownership, size (approximate acres or shoreline length), and management data were also gathered. The levels of public use for these sites were evaluated by identifying available or potential activities and facility types at each site. (On the forms, potentials are denoted by enclosing them in parenthesis.) The Shoreline Access Citizen Advisory Committee agreed on an appropriate "Use Intensity" based upon a combination of all of these factors.

Activities were generalized into the following catagories:

Scenic view	picnicing	hunting
nature study	fishing	boating
birdwatching	shellfishing	boat launching
walking	diving	boat moorage
photography	wind surfing	biking

Facilities include the existing developments at the site and potentials for further development:

benches/seating	parking	viewpoint/view structure
picnic areas	play area	camping spots
restrooms	public pier	boat launch (paved/unpaved)
walking trail	boat moorage	disabled access
bike trail	paved urban path	

Data on jurisdiction refers to the political boundary into which the access site falls, and also lists agency ownership or management of the site (e.g. Department of Game) where applicable. The shoreline management, comprehensive plan, and zoning designations apply to the local governmental unit's jurisdiction. In addition, information collected regarding Grays Harbor Estuary Management Plan designation includes Planning Area, Management Unit, and Management Category.

Comments are offered for each site based on additional information gathered and recommendations of the Citizen Advisory Committee.

GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: North Jetty No.: 1

LOCATION: Ocean Shores, So. end of Pt. Brown
ACCESS: South on Pt. Brown Blvd.
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Rock jetty, sand dunes, dune grass, sandy beach

ACTIVITY: Fishing, picnic, walking, photography, nature study
FACILITY: Parking, (view structure)
USE INTENSITY: High ADJACENT USE: Sandy ocean beach, residential
HAZARDS/PRECAUTIONS: Wave action, slippery rocks, undertow
ATTRACTION SUMMARY: Jetty fishing off rocks, good views of harbor and Westport, adjacent to ocean beach

JURISDICTION: Ocean Shores/COE
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VI/MU1/CM
COMPREHENSIVE PLAN DESIGNATION: Public/high density residential
ZONING: Private recreation/multi-family resid.
COMMENTS: The city plans to build a viewing tower similar to Westport's near the base of the jetty.

(Potential sites/activities/facilities/use levels appear in parenthesis)

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Oyhut Habitat Mgmt. Area, O.S. Blvd. No.: 2

LOCATION: Ocean Shores, south end of Pt. Brown
ACCESS: Ocean Shores Blvd. East, near treatment facility
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 683 Acres

DESCRIPTION: Jetty, dunes, shrubs and dune grass, mud and sand beaches, marshy areas, gentle slope

ACTIVITY: Scenic view, nature study, birdwatching, walking, picnic, hunting, beachcombing
FACILITY: (Parking)
USE INTENSITY: Medium ADJACENT USE: Ocean Shores Sewage Treatment
HAZARDS/PRECAUTIONS: ORV use damages fragile dune environment
ATTRACTION SUMMARY: Managed as a natural area, hunting

JURISDICTION: Ocean Shores/WDG
SHORELINE MANAGEMENT DESIGNATION: Natural
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VI/MU2/N
COMPREHENSIVE PLAN DESIGNATION: Public
ZONING: Private recreational
COMMENTS: Parking is available just off Ocean Shores Blvd. East. Walk to beach area.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Oyhut Habitat Mgmt. Area, Tonquin St. No.: 3

LOCATION: Ocean Shores, south end of Pt. Brown
ACCESS: Marine View Dr. to Tonquin St.
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 683 Acres

DESCRIPTION: Dunes, shrubs, marshy areas, sloughs, sand/mud shores

ACTIVITY: Hunting, walking, nature study, birdwatching
FACILITY: Parking, restrooms, kiosk, trail
USE INTENSITY: Medium ADJACENT USE: Residential
HAZARDS/PRECAUTIONS: ORV use damages fragile environments
ATTRACTION SUMMARY: Managed natural area, hunting, trails for nature study and birdwatching

JURISDICTION: Ocean Shores/WDG
SHORELINE MANAGEMENT DESIGNATION: Natural/Conser.
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VI/MU2/N
COMPREHENSIVE PLAN DESIGNATION: Public
ZONING: Private recreational
COMMENTS: Could use some interpretive materials on the kiosk.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Damon Point No.: 4

LOCATION: Ocean Shores, S.E. tip of Pt. Brown
ACCESS: Pt. Brown Blvd. to Marine View Drive
UPLANDS OWNER: DNR
TIDELANDS OWNER: DNR
APPROXIMATE SIZE/LENGTH: 330 Acres

DESCRIPTION: Accreting sand dune spit, sand/pebble beaches with exposure to harbor entrance (so.) and North Bay, dunes/grass.

ACTIVITY: Scenic view, nature study, birdwatching, walking, beachcombing, picnic, fishing
FACILITY: Parking, (benches), (picnic), (restroom), (public pier), (view structure), (disabled access)
USE INTENSITY: High ADJACENT USE: Natural/marina/sand extraction
HAZARDS/PRECAUTIONS: Disturbance of snowy plover nesting/feeding site
ATTRACTION SUMMARY: Gravel access road, pkg. lot, lots of beach and dunes.

JURISDICTION: Ocean Shores/DNR
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VI/MU3/CM
COMPREHENSIVE PLAN DESIGNATION: n/a
ZONING: Private recreational
COMMENTS: A portion of the spit is used for sand extraction. Recommend banning ORV use in this area. Any development on Damon Point should not be allowed to negatively impact wildlife resources. Low to moderate intensity recreation uses should be stressed over any high intensity use. Snowy Plover (endangered species) breeding area.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Ocean Shores Marina No.: 5

LOCATION: Ocean Shores, S.E. end of Pt. Brown
ACCESS: Pt. Brown Blvd. to Marine View Drive
UPLANDS OWNER: Private
TIDELANDS OWNER: Private
APPROXIMATE SIZE/LENGTH: n/a

DESCRIPTION: Marina, restaurant, motel, large paved parking lot, generally commercial

ACTIVITY: Scenic view, photography, private boat moorage, (boat launch), (shellfishing), (fishing), (picnic)
FACILITY: Paved parking, moorage for 200, (benches), (picnic), (restrooms), (public pier), (view structure), (paved launch)
USE INTENSITY: (High) ADJACENT USE: Commercial
HAZARDS/PRECAUTIONS: Piers and marina structures are in disrepair
ATTRACTION SUMMARY: large paved parking lot with nice harbor view, good disabled access by automobile, paved boat launch is blocked

JURISDICTION: Ocean Shores
SHORELINE MANAGEMENT DESIGNATION: Urban/Cons.
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VI/MU4/UM
COMPREHENSIVE PLAN DESIGNATION: Marine Commercial
ZONING: Heavy Commercial
COMMENTS: Much could be done to improve the recreational opportunities of this area.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: City park off Sunrise Avenue No.: 6

LOCATION: Ocean Shores, East side of Pt. Brown on North Bay
ACCESS: Duck Lake Drive to Pearsall Ave. to Sunrise Ave.
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 2 Acres/400 Ft.

DESCRIPTION: Currently vacant land in a natural condition, sand, grass, sand and pebble beach (mud)

ACTIVITY: (Scenic view), (walking), (picnic)
FACILITY: (Parking), (picnic), (restrooms), (trail)
USE INTENSITY: Medium ADJACENT USE: Residential
HAZARDS/PRECAUTIONS: Adjacent to private oyster tidelands
ATTRACTION SUMMARY: Potential city park on North Bay, view of bay and harbor.

JURISDICTION: Ocean Shores
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VI/MU5/UR
COMPREHENSIVE PLAN DESIGNATION: Public
ZONING: Single family
COMMENTS: City of Ocean Shores Comprehensive Plan identifies this area for public use as a city park.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Mineral Pl. and Oyster Pl. street ends No.: 7

LOCATION: Ocean Shores, east side of Pt. Brown on North Bay
ACCESS: Mineral Pl. and Oyster Pl. off Duck Lake Drive
UPLANDS OWNER: Private
TIDELANDS OWNER: Private
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Paved street ends

ACTIVITY: Scenic view
FACILITY: Parking
USE INTENSITY: Low ADJACENT USE: Residential
HAZARDS/PRECAUTIONS: Possible disturbance to adjacent homes
ATTRACTION SUMMARY: Paved street ends are ideal for drive-up access to views of North bay and Grays Harbor, particularly for disabled

JURISDICTION: Ocean Shores
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VI/MU6/UM/N
COMPREHENSIVE PLAN DESIGNATION: Single family
ZONING: Single family
COMMENTS: Recommended as a park-and-view area only. Bank is unstable, beach is private.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Ocean Shores Airport area No.: 8

LOCATION: Ocean Shores, east side of Pt. Brown on North Bay
ACCESS: Chance a la Mer to Albatross St.
UPLANDS OWNER: WDG/Ocean Shores
TIDELANDS OWNER: WDG
APPROXIMATE SIZE/LENGTH: 185 Acres

DESCRIPTION: Natural uplands and tidelands adjacent to Ocean Shores Airport

ACTIVITY:
FACILITY: None
USE INTENSITY: Low ADJACENT USE: Airport/residential
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Natural area maintained by WDG, not intended for intense public use and primarily inaccessible (fenced)

JURISDICTION: Ocean Shores/WDG
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VI/MU6/UM/N
COMPREHENSIVE PLAN DESIGNATION: Public (runway-heavy commercial)
ZONING: Private recreational
COMMENTS: WDG desires to keep this area in a natural state, no development should occur.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Burrows Road No.: 9

LOCATION: North Bay
ACCESS: Burrows Road off Highway 109
UPLANDS OWNER: Private
TIDELANDS OWNER: Private
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: County road crosses Jessie and Campbell Sloughs and runs along North Bay for about one mile.

ACTIVITY: Scenic view, birdwatching, hunting
FACILITY: Roadside parking
USE INTENSITY: Low ADJACENT USE: Residential
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Roadside views of North Bay. Best viewing location for the North Bay area.

JURISDICTION: Grays Harbor county
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: V/MU8-9/RL-RA
COMPREHENSIVE PLAN DESIGNATION: Agriculture
ZONING: Agriculture
COMMENTS: Roadway adjacent to marsh and tidelands. Limited parking on shoulder of road. Access across dike to marsh and Humptulips River mouth, but tidelands between road and slough are privately owned.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Humptulips Habitat Management Area No.: 10

LOCATION: North Bay, mouth of the Humptulips River
ACCESS: Highway 109
UPLANDS OWNER: WDG
TIDELANDS OWNER: WDG
APPROXIMATE SIZE/LENGTH: 835 Acres

DESCRIPTION: Managed as a natural area. Humptulips River, sloughs, marsh and mudflats, grassy areas

ACTIVITY: Birdwatching, fishing, hunting, boating, boat launching
FACILITY: Boat launch, parking, restrooms, kiosk
USE INTENSITY: Medium ADJACENT USE: Rural residential, agriculture
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: WDG boat launch, parking area, restrooms, adjacent to natural uplands and tidelands

JURISDICTION: WDG/Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: V/MU9/RL
COMPREHENSIVE PLAN DESIGNATION: Agriculture
ZONING: General development
COMMENTS: Interpretive and informational displays on the existing kiosk would enhance this area.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Grass Creek No.: 11

LOCATION: North Bay at Grass Creek
ACCESS: County road-end W. of Hwy. 109, So. of Grass Creek
UPLANDS OWNER: Private
TIDELANDS OWNER: Private
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Old county road ends at creek.

ACTIVITY: Scenic view
FACILITY: Parking
USE INTENSITY: Low ADJACENT USE: Residential
HAZARDS/PRECAUTIONS: Adjacent to private land
ATTRACTION SUMMARY: Wayside view of mouth of Grass Creek and part of North Bay.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: V/MU10/RL
COMPREHENSIVE PLAN DESIGNATION: General development
ZONING: General Development
COMMENTS: "Shore View" recommended rather than actual public access to shoreline in order to avoid conflicts with adjacent land owners.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Railroad Corridor, Grays Harbor City No.: 12

LOCATION: Grays Harbor City to Pt. New
ACCESS: Highway 109 at Grays Harbor City
UPLANDS OWNER: Corporate
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 3 Mi./3.5 Acres

DESCRIPTION: Abandoned Burlington Northern Railroad Right-of-way lies between bluff and shoreline from Grays Harbor City to Pt. New

ACTIVITY: Scenic view, walking, birdwatching, nature study, photography
FACILITY: Trail, (parking), (disabled access), (bike trail)
USE INTENSITY: High ADJACENT USE: Rural residential
HAZARDS/PRECAUTIONS: Eroding bluff, difficult traffic situation
ATTRACTION SUMMARY: Potential for development of a parking area and trail (approximately three miles) along harbor shoreline.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Rural
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: (*)
COMPREHENSIVE PLAN DESIGNATION: Industrial (Pt. New General Development)
ZONING: Industrial (Pt. New General Development)
COMMENTS: *GHEMP:III-V/10-11/RL-UD (boundary between MU 10 & 11 is approximately half-way between Grays Harbor City and Pt. New). Property owners at Grays Harbor City should be protected from high intensity use and trespass.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Highway 101-109 bypass viewpoint No.: 13

LOCATION: Ridge north of Bowerman Basin
ACCESS: Highway 109 to the 101-109 Bypass
UPLANDS OWNER: Public
TIDELANDS OWNER: n/a
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Ridge overlooking Bowerman Basin and entire harbor

ACTIVITY: (Scenic view), (walking)
FACILITY: (Parking), (view structure), (trail)
USE INTENSITY: Medium ADJACENT USE: Forest land
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Sweeping view of Grays Harbor

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: n/a
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: n/a
COMPREHENSIVE PLAN DESIGNATION: Industrial
ZONING: Industrial
COMMENTS: Committee suggests a trail climbing along the highway right-of-way to a simple viewpoint.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Bowerman Basin Trail No.: 14

LOCATION: Bowerman Field, Hoquiam
ACCESS: Moon Island (Airport) Road to Bowerman Field
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 3 Acres

DESCRIPTION: Marshland surrounding airfield; undeveloped trail to end of spit; mud, shrubs, affords good view of Bowerman Basin

ACTIVITY: Scenic view, birdwatching, nature study, photography, walking
FACILITY: Trail, parking
USE INTENSITY: Low ADJACENT USE: Airfield
HAZARDS/PRECAUTIONS: Pedestrians must stay clear of runway
ATTRACTION SUMMARY: Excellent access to Bowerman Basin birdwatching areas.

JURISDICTION: Grays Harbor County/PGH
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: III/MU12/SP
COMPREHENSIVE PLAN DESIGNATION: Industrial
ZONING: Industrial
COMMENTS: Parking is limited to shoulder of road.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Hoquiam Moon Island RV Parkway No.: 15

LOCATION: Hoquiam
ACCESS: Moon Island (Airport) Road, Hoquiam
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 7 Acres

DESCRIPTION: Old airport road, dead-ends at Hoquiam sewage treatment plant. Rock revetment, sandy beach, adjacent to sewage lagoon.

ACTIVITY: Scenic view, birdwatching, view of ship-loading facility, walking
FACILITY: Parking, (benches), (picnic), (restrooms), (disabled access), (RV overnight parking and facilities)
USE INTENSITY: High ADJACENT USE: Sewage Treatment, industrial
HAZARDS/PRECAUTIONS: Sewage treatment lagoons
ATTRACTION SUMMARY: Rare opportunity in the urban area to view the harbor and ship-loading activities. Potential overnight RV parking.

JURISDICTION: Hoquiam
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: III/MU14/UD
COMPREHENSIVE PLAN DESIGNATION: Industrial
ZONING: Heavy Industrial
COMMENTS: The City of Hoquiam has several phases planned for this site. The first is simply grading and paving, which may be followed by more specific development for RV use.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: ITT Rayonier Longshore Parking Lot No.: 16

LOCATION: Hoquiam, adjacent to ITT loading dock
ACCESS: Moon Island (Airport) Road
UPLANDS OWNER: Private
TIDELANDS OWNER: Private
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Paved, fenced parking lot for use by longshoremen.

ACTIVITY: Scenic view, view of ship-loading activities
FACILITY: Parking, disabled access
USE INTENSITY: High ADJACENT USE: Industrial
HAZARDS/PRECAUTIONS: Heavy industrial activity
ATTRACTION SUMMARY: View of harbor and ship-loading activity.

JURISDICTION: Hoquiam
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: III/MU14/UD
COMPREHENSIVE PLAN DESIGNATION: Industrial
ZONING: Heavy Industrial
COMMENTS: Visitors are allowed into the parking lot. Recommend staying within the fenced parking lot area.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Hoquiam Fish Base No.: 17

LOCATION: Hoquiam, foot of Adams Street
ACCESS: Fifth Street Extension to Adams Street
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Rip-rap, sand and driftwood shore, area used as log salvage yard.

ACTIVITY: Scenic view, photography, birdwatching, nature study
FACILITY: None
USE INTENSITY: Low ADJACENT USE: Industrial/commercial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Historic site - only pilings remain of what was once a mojor fish landing and processing facility. Nice harbor views.

JURISDICTION: Hoquiam
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: III/MU15/UD*
COMPREHENSIVE PLAN DESIGNATION: Industrial
ZONING: Heavy Industrial
COMMENTS: * The Fish Base, itself, is protected from development in the GHEMP, since it is recognized as an important fish rearing area and migration route. Harbor seals can sometimes be seen on the beach and driftwood here. Parking is available along the shoulder of Moon Island (Airport) Road.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Port of Grays Harbor Boat Launch No.: 18

LOCATION: Mouth of Fry Creek, Hoquiam
ACCESS: Foot of 28th Street, off Industrial Road
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Potential industrial site contains a temporary undeveloped (gravel) boat launch. Crushed rock surface/shore.

ACTIVITY: Scenic view, boat launching, walking, boating, fishing, (picnic)
FACILITY: Parking, boat launch, (benches), (picnic), (restrooms), (kiosk), (disabled access)
USE INTENSITY: Medium ADJACENT USE: Industrial
HAZARDS/PRECAUTIONS: Adjacent industrial use
ATTRACTION SUMMARY: Currently a temporary boat launch, potential for a developed access. View of Rennie Is., industrial waterfront.

JURISDICTION: Hoquiam
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: III/MU15/UD
COMPREHENSIVE PLAN DESIGNATION: Industrial
ZONING: Heavy Industrial
COMMENTS: This launch is a temporary boat launch provided as a public service by the Port. The boat launch is in its third location, and will probably be moved again as industrial development in this area expands into the present boat launch location.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Rennie Island No.: 19

LOCATION: Grays Harbor near the mouth of the Chehalis River
ACCESS: By boat, from PGH boat launch or Aberdeen launch
UPLANDS OWNER: Corporate
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: n/a

DESCRIPTION: Natural area, settling ponds, mud, marsh, grass.

ACTIVITY: Boating, hunting
FACILITY: None
USE INTENSITY: Low ADJACENT USE: Industrial, shipping channel
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Natural area, attractive to waterfowl and hunters.

JURISDICTION: Hoquiam
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: III/MU15/UD
COMPREHENSIVE PLAN DESIGNATION: Industrial
ZONING: n/a
COMMENTS: Boat access only.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Broadway Street end No.: 20

LOCATION: Aberdeen, foot of Broadway St.
ACCESS: none at present
UPLANDS OWNER: Private
TIDELANDS OWNER: n/a
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Currently undeveloped industrial property, street right-of-way recently regained by city.

ACTIVITY:
FACILITY: None
USE INTENSITY: ADJACENT USE: Industrial/commercial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Potential for developed city street-end park with view of harbor and industrial/commercial waterfront.

JURISDICTION: Aberdeen
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: II/MU16/UM
COMPREHENSIVE PLAN DESIGNATION: Waterfront low-intensity manufacturing
ZONING: Heavy Commercial-Light industrial
COMMENTS: Access to this property from Broadway Street is blocked by the Chehalis River Bridge Truck Route ramps, and is further complicated by the presence of the railroad tracks.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: PGH Industrial Dev. Dist. 2 (Hake Plant) No.: 21

LOCATION: Mouth of Wishkah River, Aberdeen
ACCESS: Heron Street to Newell Street
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 7.5 Acres

DESCRIPTION: Industrial site with fish processing plant buildings. Location of passenger ferry dock.

ACTIVITY: Scenic view, ferry dock
FACILITY: Ferry dock
USE INTENSITY: High ADJACENT USE: Commercial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: View of Chehalis River, industrial waterfront, shipping channel. Potential for city park, museum, and motel development.

JURISDICTION: Aberdeen
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: II/MU17/UM
COMPREHENSIVE PLAN DESIGNATION: Waterfront low-intensity manufacturing
ZONING: Service Commercial
COMMENTS: Proposed site for "Tall Ships" moorage and maritime museum, together with appropriate tourist-commercial development (motel/shops). Urban pathway could link Morrison Riverfront Park through this area to Zelasko Park on the southwest shore of the Wishkah River.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Wishkah Mall Parking Lot (SE corner) No.: 22

LOCATION: Wishkah Mall, Aberdeen
ACCESS: Heron Street through mall pkg. lot to Pay & Save
UPLANDS OWNER: Private
TIDELANDS OWNER:
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Paved parking lot (and drive, behind mall). View of Chehalis River, shipping activity, So. Abdn. industrial waterfront.

ACTIVITY: Scenic view
FACILITY: Parking, walking, disabled access
USE INTENSITY: High ADJACENT USE: Commercial
HAZARDS/PRECAUTIONS: High water
ATTRACTION SUMMARY: View of Chehalis River, shipping channel, and industrial waterfront activities in South Aberdeen. Popular lunch spot.

JURISDICTION: Aberdeen
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: II/MU17/UM
COMPREHENSIVE PLAN DESIGNATION: Shopping Center
ZONING: Service Commercial
COMMENTS: Future urban pathway could link Morrison Riverfront Park through this area and the "Tall Ships" site to Zelasko Park.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Morrison Riverfront Park No.: 23

LOCATION: North shore of the Chehalis River, Aberdeen
ACCESS: Eastbound on Wishkah Ave. to Sargent St. (old hwy)
UPLANDS OWNER: Public
TIDELANDS OWNER:
APPROXIMATE SIZE/LENGTH: 11 Acres

DESCRIPTION: Urban waterfront park

ACTIVITY: Scenic view, birdwatching, walking, picnic, fishing, biking
FACILITY: Parking, benches, picnic, urban path, bike trail, play area, (fishing pier), disabled access
USE INTENSITY: High ADJACENT USE: Commercial/industrial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Urban waterfront park with grassy areas, play area, promenade, picnic barbeque pits. View of Chehalis R., shipping, etc.

JURISDICTION: Aberdeen
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: II/MU17/UM
COMPREHENSIVE PLAN DESIGNATION: Public
ZONING: Industrial
COMMENTS: This park is being completed in phases; current plans are to build a public pier, future plans include day-use boat moorage.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: South Aberdeen Boat Launch No.: 24

LOCATION: South Aberdeen, on the Chehalis River
ACCESS: Curtis Blvd. (Hwy. 101), foot of Boone Street
UPLANDS OWNER: Public
TIDELANDS OWNER:
APPROXIMATE SIZE/LENGTH: 1 Acre

DESCRIPTION: City street-end with one-lane paved boat launch.

ACTIVITY: Boat launching
FACILITY: Boat launch
USE INTENSITY: Medium ADJACENT USE: Industrial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Paved boat launch with limited parking.

JURISDICTION: Aberdeen
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: II/MU25/UD
COMPREHENSIVE PLAN DESIGNATION: Waterfront low-intensity manufacturing
ZONING: Industrial
COMMENTS: Adjacent to proposed Corps of Engineers South Aberdeen Dike flood control project. Parking is limited. Potential for additional development and maintenance of boat launch and parking area.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Weyerhaeuser Longshore Parking Lot No.: 25

LOCATION: South Aberdeen, west shore of the Chehalis River
ACCESS: Curtis St./West Blvd. (Hwy. 101) to Taylor Street
UPLANDS OWNER: Corporate
TIDELANDS OWNER:
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Paved fenced parking lot for longshoremen.

ACTIVITY: Scenic view, industrial ship-loading view
FACILITY: Parking
USE INTENSITY: Medium ADJACENT USE: Industrial
HAZARDS/PRECAUTIONS: Adjacent industrial activity
ATTRACTION SUMMARY: Scenic view of river and industrial ship-loading activity.

JURISDICTION: Aberdeen
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: II/MU25/UD
COMPREHENSIVE PLAN DESIGNATION: Industrial
ZONING: Industrial
COMMENTS: Visitors are allowed into the parking lot area, but should stay inside of fence.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Weyerhaeuser Boat Launch, Cosmopolis No.: 26

LOCATION: Downtown Cosmopolis
ACCESS: First Street (Hwy. 101) to "F" Street
UPLANDS OWNER: Corporate
TIDELANDS OWNER: Corporate
APPROXIMATE SIZE/LENGTH: 1 Acre

DESCRIPTION: Gravel parking lot, mud bank, grass and brush uplands, unpaved boat launch.

ACTIVITY: Picnic, fishing, boating, boat launching
FACILITY: Parking, picnic, boat launch, (benches)
USE INTENSITY: High ADJACENT USE: Industrial/commercial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: River access for fishing and boating, site includes picnic table and boat launch.

JURISDICTION: Cosmopolis
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: II/MU25/UD
COMPREHENSIVE PLAN DESIGNATION: Public use (park)
ZONING: Mixed use
COMMENTS: Adjacent to historic site: Cosmopolis Indian Treaty Grounds (also indian village at mouth of Mill Creek). Weyco has plans for a haul road through this area, but public access would remain (or possibly improve).

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Newskah Creek Mouth No.: 27

LOCATION: South shore of Grays Harbor at Newskah Creek
ACCESS: Highway 105
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Industrial site, maintenance road along creek to edge of fill berm adjacent to railroad track. Grass, trees, shrubs.

ACTIVITY: Scenic view, walking, birdwatching, nature study
FACILITY: Trail
USE INTENSITY: Low ADJACENT USE: Rural/industrial potential
HAZARDS/PRECAUTIONS: Adjacent to Weyco settling ponds
ATTRACTION SUMMARY: View across harbor to urban waterfront, semi-natural area attracts many species of birds and wildlife.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Urban/Conserv.
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: *
COMPREHENSIVE PLAN DESIGNATION: Industrial
ZONING: Industrial
COMMENTS: * GHEMP: IV-II/MU26/UD-CM (conservancy managed shoreward of railroad tracks). No easy direct shore access. Weyerhaeuser settling ponds may be hazardous. Improvements to shoreline access could be incorporated into any future development projects.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: South Shore Railroad Corridor No.: 28

LOCATION: South shore of Grays Harbor
ACCESS: Highway 109
UPLANDS OWNER: Corporate
TIDELANDS OWNER: various
APPROXIMATE SIZE/LENGTH: 10 Miles

DESCRIPTION: Railroad corridor follows south shore of Grays Harbor from Aberdeen to Markham.

ACTIVITY: Scenic view, walking
FACILITY: n/a
USE INTENSITY: (Medium) ADJACENT USE: Rural
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Potential for shoreline trail along the south shore of Grays Harbor from Newskah Creek to Markham.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Conservancy?
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: *
COMPREHENSIVE PLAN DESIGNATION: General development
ZONING: General Development
COMMENTS: * GHEMP: IV/MU26-27/CM-RL. If use of the railroad ceased, and the right-of-way completely abandoned, this would be an outstanding opportunity for a shoreline trail along the south shore of Grays Harbor.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Chapin Creek mouth No.: 29

LOCATION: South shore of Grays Harbor at Chapin Creek
ACCESS: Highway 105 to Chapin Creek bridge
UPLANDS OWNER: Private
TIDELANDS OWNER: Private
APPROXIMATE SIZE/LENGTH: 1 Acre

DESCRIPTION: Small stream flows into the harbor. Adjacent shores are marsh, grass and shrubs.

ACTIVITY: Scenic view, walking
FACILITY: None
USE INTENSITY: Low ADJACENT USE: Rural/forest land
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Wide shoulder for parking west of bridge, south side of road. Scenic view of harbor and urban area.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: IV/MU26/UD-CM
COMPREHENSIVE PLAN DESIGNATION: General development
ZONING: General development
COMMENTS: A sign to be placed at the bridge identifying the creek and shoreline access is recommended. Other potential development includes shoulder parking and a path to the shoreline.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: South Arbor Road end No.: 30

LOCATION: South shore of Grays Harbor at South Arbor
ACCESS: Highway 105 to South Arbor Road
UPLANDS OWNER: Private
TIDELANDS OWNER: Private
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Marshy shore, grass, shrubs, trees.

ACTIVITY: Scenic view, walking
FACILITY: Parking
USE INTENSITY: Low ADJACENT USE: Rural residential
HAZARDS/PRECAUTIONS: Avoid disturbance to neighboring private homes
ATTRACTION SUMMARY: Wide "turn-around" at end of county road ideal for parking. Cross railroad tracks to scenic view of harbor.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: IV/MU27/RL
COMPREHENSIVE PLAN DESIGNATION: General development
ZONING: General Development
COMMENTS: Potential exists for trespass onto private property.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Markham, Old Highway No.: 31

LOCATION: Markham, south shore of Grays Harbor
ACCESS: Hwy. 105, northwest on old highway
UPLANDS OWNER: Private
TIDELANDS OWNER: Private
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Old highway end, view of marshy shore and Markham Island.

ACTIVITY: Scenic view
FACILITY: Parking, disabled access
USE INTENSITY: Low ADJACENT USE: Commercial/industrial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Old highway dead-ends adjacent to oyster and cranberry processing plants. Park and view harbor and Markham Island.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: IV/MU28/UD-CM
COMPREHENSIVE PLAN DESIGNATION: General development
ZONING: General development
COMMENTS: Paved road with little traffic provides an opportunity to enjoy the outdoors away from the crowds.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Johns River Habitat Management Area No.: 32

LOCATION: Mouth of Johns River, Markham
ACCESS: Highway 105 to old hwy. west of Johns river bridge
UPLANDS OWNER: WDG
TIDELANDS OWNER: n/a
APPROXIMATE SIZE/LENGTH: 1447 Acres

DESCRIPTION: WDG managed natural area along Johns River, sloughs, grasses and shrubs.

ACTIVITY: Nature study, birdwatching, walking, fishing, hunting, boating, boat launching, dog training
FACILITY: Parking, boat launch, restrooms, trail, kiosk
USE INTENSITY: Medium ADJACENT USE: Residential/forest land
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Natural area with boat launch. WDG has made improvements to trails including some foot bridges.

JURISDICTION: Grays Harbor County/WDG
SHORELINE MANAGEMENT DESIGNATION: Conserv./Rural
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: IV/MU29/CM-N
COMPREHENSIVE PLAN DESIGNATION: Urbanizing
ZONING: General development
COMMENTS: Recent improvements have been made to foot trails, including installation of foot bridges.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Markham Island No.: 33

LOCATION: Markham, off mouth of Johns River
ACCESS: Boat access only, Johns River WDG boat launch
UPLANDS OWNER: DNR
TIDELANDS OWNER: DNR
APPROXIMATE SIZE/LENGTH: 221 Acres

DESCRIPTION: Low, grassy, natural island.

ACTIVITY: Hunting, birdwatching
FACILITY: None
USE INTENSITY: Low ADJACENT USE: Industrial/commercial
HAZARDS/PRECAUTIONS: Possible disturbance of wildlife
ATTRACTION SUMMARY: Natural island attracts wildlife. Accessible by boat only.

JURISDICTION: Grays Harbor County/DNR
SHORELINE MANAGEMENT DESIGNATION: Rural/Conserv.
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: IV/MU28/CM
COMPREHENSIVE PLAN DESIGNATION: Recreational
ZONING: General development
COMMENTS: No development will probably occur on Markham Island.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Bottle Beach No.: 34

LOCATION: South shore of Grays Harbor at Ocosta
ACCESS: Hwy. 105, county road-end at bend (Ocean Ave.)
UPLANDS OWNER: Public
TIDELANDS OWNER: Public/private
APPROXIMATE SIZE/LENGTH: 4 Acres

DESCRIPTION: County road-end leads to sandy beach, dunes, grasses.

ACTIVITY: Scenic view, nature study, birdwatching, walking, picnic
FACILITY: (Parking), (sign), trail
USE INTENSITY: Medium ADJACENT USE: Residential
HAZARDS/PRECAUTIONS: Possible disturbance to adjacent oyster beds
ATTRACTION SUMMARY: Sandy beach with county road access, view across South Bay to Westport.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Rural
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: IV/MU31/RA
COMPREHENSIVE PLAN DESIGNATION: Urbanizing
ZONING: General development
COMMENTS: Road needs work, "bridge" over Redman Slough has washed out, so must cross slough (deep ravine) to reach trail to beach. Recommend no vehicle access past slough and deny access to ORVs. Recommended development includes construction of a foot bridge across the slough and improvements to the parking area.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Ocosta-Bay City Road No.: 35

LOCATION: South Bay east of Elk River estuary
ACCESS: Hwy. 105 to old highway just past Ocosta
UPLANDS OWNER: DNR
TIDELANDS OWNER: DNR
APPROXIMATE SIZE/LENGTH: 1.5 Miles

DESCRIPTION: Old highway from Ocosta to Bay City, south of unnamed slough are several short trails to muddy beach and marshlands.

ACTIVITY: Scenic view, nature study, birdwatching
FACILITY: None
USE INTENSITY: Low ADJACENT USE: Residential/forest land
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Rough but scenic old highway from Ocosta to Bay City. A few mud trails to shoreline.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Rural
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VII/MU32/RL
COMPREHENSIVE PLAN DESIGNATION: Urbanizing
ZONING: General development
COMMENTS: Road is very rough (gravel)! Lots of garbage has been dropped along the shoulder of the road. Beach along this stretch is not particularly inviting for walking as there are many small sloughs to cross.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: South Bay Gun Club Boat Launch No.: 36

LOCATION: South Bay, Elk River estuary (Beardslee Slough)
ACCESS: Highway 105, south on Bay City Road
UPLANDS OWNER: Private
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: County road ends at unpaved boat launch.

ACTIVITY: Boat launching, boating, scenic view
FACILITY: Boat launch
USE INTENSITY: Medium ADJACENT USE: Residential/private club
HAZARDS/PRECAUTIONS: No parking available.
ATTRACTION SUMMARY: Boat launch in Elk River estuary allows access to estuary and South Bay.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VII/MU33/UM-CM
COMPREHENSIVE PLAN DESIGNATION: Urbanizing
ZONING: General development
COMMENTS: No parking available.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: WDG land at Laidlaw No.: 37

LOCATION: South Bay, west of Elk River Bridge, at Laidlaw
ACCESS: Highway 105
UPLANDS OWNER: WDG
TIDELANDS OWNER: WDG
APPROXIMATE SIZE/LENGTH: 56 Acres

DESCRIPTION: Pasture land slated for reversion to wetlands.

ACTIVITY: (Scenic view), (birdwatching), (nature study), (walking), (hunting)
FACILITY: (Parking), (trails), (kiosk), (restrooms)
USE INTENSITY: Low ADJACENT USE: Rural residential
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Natural area, grassy salt marsh. Potential for low-intensity recreation.

JURISDICTION: Grays Harbor County
SHORELINE MANAGEMENT DESIGNATION: Rural
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VII/MU36/RL-CM
COMPREHENSIVE PLAN DESIGNATION: Recreational/residential
ZONING: General development
COMMENTS: WDG plans to move existing dike inland and let the area revert to salt marsh. Potential to develop small parking area and foot path when dike is relocated. (This area was deeded to WDG as mitigation for Ocean Shores Airport development.)

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Pacific Avenue City Park No.: 38

LOCATION: Westport
ACCESS: Montesano St. To Pacific Ave. street end
UPLANDS OWNER: Public
TIDELANDS OWNER: Private
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Salt marsh adjacent to flood control dike

ACTIVITY: Scenic view, walking, nature study, birdwatching, hunting
FACILITY: None
USE INTENSITY: Low ADJACENT USE: Residential
HAZARDS/PRECAUTIONS: Adjacent private residences
ATTRACTION SUMMARY: Natural salt marsh.

JURISDICTION: Westport
SHORELINE MANAGEMENT DESIGNATION: Urban/Conserv.
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VIII/MU38/UM-CN
COMPREHENSIVE PLAN DESIGNATION: Public
ZONING: Recreation and park
COMMENTS: Westport Parks and Recreation Plan designates this area for park development.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Westport Boat Launch No.: 39

LOCATION: Westport Boat Basin
ACCESS: foot of Wilson Street
UPLANDS OWNER: PGH
TIDELANDS OWNER: PGH
APPROXIMATE SIZE/LENGTH: 3 Acres

DESCRIPTION: Four-lane paved boat launch with service pier, adjacent parking.

ACTIVITY: Boat launching
FACILITY: Boat launch, service pier, parking, restrooms
USE INTENSITY: High ADJACENT USE: Commercial/Coast Guard Station
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Public boat launch with service pier, adjacent parking and restrooms.

JURISDICTION: Westport
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VIII/MU39/UM
COMPREHENSIVE PLAN DESIGNATION: Marine Industrial
ZONING: Marine Industrial
COMMENTS: New sign needed.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Westport Marina No.: 40

LOCATION: Westport
ACCESS: Dock Street, Westhaven Drive
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 60 Ac./7000 Ft.

DESCRIPTION: Marina

ACTIVITY: Scenic view, view industrial/commercial activities, photography, fishing, boat moorage
FACILITY: Benches, restrooms, public pier, moorage
USE INTENSITY: High ADJACENT USE: Commercial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Scenic boat basin and center of marine commercial and recreational fishing.

JURISDICTION: Westport
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VIII/MU39/UM
COMPREHENSIVE PLAN DESIGNATION: Tourist commer./Marine Commer. & Indust.
ZONING: General commercial
COMMENTS: Placement of benches at the head of each float (next to the sidewalks) would enhance public enjoyment of this area.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Westport Viewing Tower No.: 41

LOCATION: Westport
ACCESS: Intersection Westhaven Drive and Revetment Drive
UPLANDS OWNER: Public
TIDELANDS OWNER: n/a
APPROXIMATE SIZE/LENGTH: < 1 Acre

DESCRIPTION: Viewing tower with interpretive displays.

ACTIVITY: Scenic view, photography, picnic
FACILITY: View structure, interpretive display, picnic
USE INTENSITY: High ADJACENT USE: Commercial
HAZARDS/PRECAUTIONS: High winds, stairs
ATTRACTION SUMMARY: Viewing tower and interpretive displays. View of harbor entrance, Ocean Shores, entire harbor.

JURISDICTION: Westport
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VIII/MU39/UM
COMPREHENSIVE PLAN DESIGNATION: Tourist Commercial
ZONING: General commercial
COMMENTS: Used heavily by the public.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Revetment Drive Viewing Platform No.: 42

LOCATION: Westport, Pt. Chehalis
ACCESS: Foot of Revetment Drive
UPLANDS OWNER: Public
TIDELANDS OWNER: n/a
APPROXIMATE SIZE/LENGTH: 1 Acre

DESCRIPTION: Wheelchair-accessible viewing platform atop rock revetment.

ACTIVITY: Scenic view, photography, picnic
FACILITY: Parking, restroom, disabled access, picnic, view structure, benches, interpretive displays
USE INTENSITY: High ADJACENT USE: Commercial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Viewing platform with interpretive displays is wheelchair accessible. Adjacent to paved parking and restrooms.

JURISDICTION: Westport
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VIII/MU39/UM
COMPREHENSIVE PLAN DESIGNATION: Public/Touist Commercial
ZONING: General commercial
COMMENTS: Shares parking and restrooms with public fishing pier and Fisherman's Memorial.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Westport Fishing Pier No.: 43

LOCATION: Westport Marina
ACCESS: Foot of Revetment Drive
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 1700 Feet

DESCRIPTION: Public floats and fishing pier.

ACTIVITY: Scenic view, photography, birdwatching, fishing
FACILITY: Benches, parking, restrooms, public pier, view structure
USE INTENSITY: High ADJACENT USE: Marina, commercial
HAZARDS/PRECAUTIONS:
ATTRACTION SUMMARY: Public access across floats to fishing pier atop marina bulkhead. Scenic view of harbor. Benches.

JURISDICTION: Westport
SHORELINE MANAGEMENT DESIGNATION: Urban
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VIII/MU39/UM
COMPREHENSIVE PLAN DESIGNATION: Public
ZONING: General commercial
COMMENTS: Public pier with great view of harbor, Ocean Shores, and entrance to boat basin. Due to tidal fluctuations, ramps up/down to float are occasionally steep.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: Half Moon Bay No.: 44

LOCATION: Westhaven State Park
ACCESS: Montesano Avenue to state park access road
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 79 Acres

DESCRIPTION: Sandy beach, sand dunes.

ACTIVITY: Scenic view, nature study, birdwatching, walking, fishing, shellfishing, diving
FACILITY: Trail
USE INTENSITY: High ADJACENT USE: State park/PGH industrial site
HAZARDS/PRECAUTIONS: Wave action, undertow
ATTRACTION SUMMARY: Park in state park paved lot (restrooms) and walk to this sand/pebble beach on the harbor side of the jetty.

JURISDICTION: Westport
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VIII/MU40/CM
COMPREHENSIVE PLAN DESIGNATION: Public
ZONING: Recreation & parks
COMMENTS: ORVs are restricted by law. A sign and some interpretive displays would enhance public enjoyment of this area.

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GRAYS HARBOR PUBLIC SHORELINE ACCESS INVENTORY

SITE NAME: South Jetty No.: 45

LOCATION: Westhaven State Park, Westport
ACCESS: Montesano Avenue, state park access road
UPLANDS OWNER: Public
TIDELANDS OWNER: Public
APPROXIMATE SIZE/LENGTH: 79 Acres

DESCRIPTION: Rock jetty adjacent to sand/pebble beach.

ACTIVITY: Scenic view, walking, fishing
FACILITY: Parking, restrooms
USE INTENSITY: Medium ADJACENT USE: State park, ocean beach
HAZARDS/PRECAUTIONS: Wave action
ATTRACTION SUMMARY: Can climb on rock jetty, jetty fishing.

JURISDICTION: Westport
SHORELINE MANAGEMENT DESIGNATION: Conservancy
GRAYS HARBOR ESTUARY MGMT. AREA/MGMT. UNIT/DESIGNATION: VIII/MU40/CM
COMPREHENSIVE PLAN DESIGNATION: Public
ZONING: Recreation and parks
COMMENTS: Interpretive displays would enhance public enjoyment of this area.

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APPENDIX B

RESULTS OF CITIZEN OPINION QUESTIONNAIRE

A questionnaire soliciting citizen's opinions on shoreline access was distributed early in the process (November-December 1985). The Shoreline Access Advisory Committee members were asked to distribute these questionnaires among their acquaintances and publication of a news article on the subject generated several additional requests for questionnaires.

The questionnaire asked citizens to answer questions and give comments regarding adequacy of existing shoreline access, activities enjoyed along the shoreline, areas requiring additional access, and types of facilities that should be developed in the future. A total of sixty-seven questionnaires, representing a diversity of interests, were returned. The majority of the respondents (34.3%) showed general interest in shoreline access issues, and more specifically identifiable groups included outdoor sportsmen (fishing/hunting/general outdoors) (19.4%), bird enthusiasts (14.9%), senior citizens (11.9%), business and industry (4.5%), and others.

An overwhelming 92.5 percent of those responding indicated that access to the estuary shorelines is important to Grays Harbor residents and visitors. Most responded that shoreline access around the Grays Harbor estuary is inadequate (67.2%), but some (19.4%) indicated that enough access already exists. The general feeling was that there is inadequate knowledge about the locations of existing shoreline access. When asked how to encourage use of shoreline access, 37.8 percent of those responding said some form of publicity would help. A large number (35.6%) specifically mentioned brochures, guides and/or maps as a way to encourage use, and 33.3% suggested that signs be placed at access points.

Several good suggestions were provided on ways to improve shoreline access for elderly and handicapped people; those centered around paved or boarded walkways, automobile-accessible viewpoints, and locations serviceable by transit buses.

Most respondents indicated that government should be responsible for developing shoreline access. However, a large number (47.8%) also listed industry (and/or the Port) as potential developers of shoreline access. Other suggestions included user groups and civic organizations, and several said that all should cooperate in developing shoreline access.

The most widely enjoyed activity was "scenic viewing," followed in order by walking, bird watching, nature study, watching shipping activity, fishing, picnicking, and boating. Other activities were photography, hunting, and shellfishing (mostly bait-shrimp digging). Write-in activities included tideflat combing, dog training, and running, with several indicating that they would bicycle if bike paths were available.

Three areas were especially targeted as needing additional access: North Bay (52.2%), South Shore (50.7%), and urban waterfront (49.2%). Fewer people (26.9%) indicated that Ocean Shores needed more estuary access and only 6 percent indicated a need for more access in Westport.

Two-thirds of those responding thought more restrooms and trails/walkways should be developed. The order of priority for development of other facilities was: parking, benches/seating, picnic facilities, disabled access, viewpoints, and boat launches. Many people noted that more of every facility type should be developed. When asked which facilities were most important, the top five were: trails/walkways, 46.3 percent; parking, 26.9 percent; restrooms, 23.9 percent; viewpoints, 16.4 percent; and boat launch, 14.9 percent. Boat moorage was deemed the least important facility for priority development. Play areas, public piers, and camping facilities were also identified as less-needed facilities.

Citizens responding to this questionnaire favored public access and parks as the most important use for urban waterfront property. Secondary importance was given to tourist-commercial development (restaurants, motels, etc.), followed by water-related industry. General commercial development was rated least important as an urban waterfront use.

High levels of interest were shown for all of the categories presented as subjects for viewing and educational displays. Wildlife and general environment were the most popular topics, but historic sites and industrial waterfront viewing were also favored. Forty percent indicated they would like to see a museum or aquarium somewhere on the Grays Harbor shoreline.

General comments emphasized the importance of increased shoreline access for improving the quality of life for Grays Harbor residents and the area's attractiveness to tourists. Most would like to see more information on shoreline access made available. Specifically, accesses should be signed. Preservation of the natural environment was a high priority and low-impact development or several minimally developed accesses seemed to be desired. However, some commenters pointed out that open and highly developed access attracts less garbage and vandalism than undeveloped places. They suggested that a few highly developed access points would be preferred over many smaller and potentially trashy ones. It was also mentioned that highly developed sites are more accessible to a wider range of users: handicapped, elderly, tourists, and others wishing access to the shoreline. Specific suggestions included banning off-road-vehicles from shoreline areas, use of trees at access points, improved boat launch facilities, identifying public shellfishing areas (and adequately marking private commercial shellfish beds), and obtaining more cooperation from private landowners in providing access to public shorelines.

RESULTS OF QUESTIONNAIRE
SHORELINE ACCESS AROUND THE GRAYS HARBOR ESTUARY

67 persons returned questionnaires. Numerical results are represented as [#], percent results (percent of persons replying) represented as (%). Results for questions receiving multiple responses by individual commenters (indicated by an "*") will not total number of respondents or 100 percent.

1. Is shoreline public access around the Grays Harbor estuary adequate?

   Yes [13] (19.4%) No [45] (67.2%)
   Don't know (or no answer) [9] (13.4%)

   If not, why not?

"Government control and regulation"; High development costs, lack of responsibility; Most Grays Harbor shoreline is privately owned, lack of right-of-way for private lands; No safe place to park (off highway); Information on available access is limited; Boat launches inadequate in number and condition; Too few access areas; Inadequate improvements (e.g. parking, restrooms)

2. Do you think there is adequate public knowledge of existing access points on the estuary?

   Yes [16] (23.9%) No [45] (67.2%)
   Don't know (or no answer) [6] (9.0%)

   If not, what can be done to encourage use of existing shoreline access?

   Of those answering no:*
   Place signs at access points [15] (33.3%)
   Produce brochures/maps/guides [16] (35.6%)
   General publicity [17] (37.8%)
   Public education [2] (4.4%)

Other comments: "Key access development to identified user group"; "catalog access for public use"; Post signs on and off site telling what is available (e.g. tourist information signs); publish shoreline access maps in tide books.

3. Do you feel that access to the estuary shorelines is important to Grays Harbor residents and visitors?

   Yes [62] (92.5%) No [4] (6.0%)
   Don't know (or no answer) [1] (1.5%)

5. Is there adequate estuary shoreline access for the elderly, handicapped and physically disabled?

Yes [5] (7.5%) No [50] (74.6%)
Don't know (or no answer) [12] (17.9%)

If not, how can this access be improved?

Suggestions included: paved parking lots; wheelchair capable (paved or boarded) walkways/paths; paved (smooth) ramps; automobile-accessible viewpoints; shelters; increase total number of accesses; develop access at locations servicable by transit buses; require that certain major access points be handicap accessible.

6. Who should develop shoreline public access? (Check all that apply.)*

[35] (52.2%) city government	[16] (23.9%) business
[45] (67.2%) county government	[32] (47.8%) industry/Port
[49] (73.1%) state government	[11] (16.4%) private landowners
[25] (37.3%) federal government	

Other suggestions included: Sport fishing groups and other user groups; civic organizations (Lyon's Club, Kiwanis, Scouts, etc.); State Interagency Commission on Outdoor Recreation and State Parks and Recreation Department; private landowners allow access; all cooperate.

7. Do you have a favorite access point on the estuary shoreline?

Yes [38] (56.7%) No [29] (43.3%)

If so, where is it? What do you use it for?

Several interesting suggestions appeared. These have been incorporated into the inventory and will not be repeated here.

8. What general activities do you enjoy on or near the Grays Harbor estuary shorelines? (Check all that apply.)*

[50] (74.6%) scenic view
[33] (49.2%) nature study
[38] (56.7%) birdwatching
[40] (59.7%) walking
[20] (29.8%) photography
[31] (46.3%) watching shipping activity
[25] (37.3%) picnicking
[27] (40.3%) fishing
[14] (20.9%) shellfishing
[4] (6.0%) diving
[0] (0.0%) wind surfing
[18] (26.9%) hunting
[24] (35.8%) boating
[16] (23.9%) boat launching
[5] (7.5%) boat moorage
[6] (9.0%) biking

Other activities included: Gather aluminum cans, dog training, running, tideflat combing. Two mentioned they would bike if bike paths were available.

9. Which areas of the harbor need more public shoreline access: (Refer to map for area delineations.)*

[18] (26.9%) Ocean Shores area
[35] (52.2%) North Bay
[33] (49.2%) Urban waterfront
[34] (50.7%) South shore
[4] (6.0%) Westport area

Specific areas mentioned included: Grays Harbor City to Ned's Rock (railroad right-of-way); north shore of Bowerman Basin (along highway); Grass and Chenois Creeks; South shore generally; downtown Aberdeen. Three people responded "all areas."

10. What types of facilities should be developed as part of new or improved shoreline access areas? (Check all that apply.)*

[33] (49.2%) benches/seating
[33] (49.2%) picnic facilities
[45] (67.2%) restrooms
[45] (67.2%) trails/walkways
[43] (64.2%) parking
[9] (13.9%) play areas
[18] (26.9%) public pier
[29] (43.3%) disabled access
[27] (40.3%) viewpoint/structure

10. (continued)

[10] (14.9%) camping
[27] (40.3%) boat launch
[11] (16.4%) boat moorage

Other suggestions : signs (see question 2); wind shelters; gravel access roads; self-guided interpretive walks, guided walks; bike routes; "generally all."

Of the facilities you chose, which two are the most important?

MOST IMPORTANT:

1) trails/walkways [31] (46.3%)
2) parking [18] (26.9%)
3) restrooms [16] (23.9%)
4) viewpoint/structure [11] (16.4%) (A few people expressed a dislike for the "structure" aspect, but desired a "viewpoint.")
5) boat launch [10] (14.9%)
6) (tie) public pier and disabled access [7] (10.4%)
7) picnic facilities [4] (6.0%)
8) benches/seating [3] (4.5%)

Which one is least important?

LEAST IMPORTANT:

1) boat moorage [9] (13.4%)
2) (tie) play areas
   public pier
   camping each [7] (10.4%)
3) (tie) restrooms
   viewpoint each [5] (7.5%)
4) (tie) benches/seating
   picnic
   boat launch each [3] (4.5%)

11. What should be the primary use for urban waterfront property?

(Ranked from 1 = most important to 4 = least important. The number of responses under each rank for each category was tallied, then scored: rank 1 = 5 pts., rank 2 = 4 pts., rank 3 = 3 pts., rank 4 = 2 pts., blank or no answer = 1 pt.)

Total pts.	Use category
272	public access/parks/open space
195	restaurants/hotels/other tourism-related development
117	general commercial development
189	water-related industry

Other suggestions: One response each for: land/water transportation, "nature," general industrial; 2 responses for "natural/wildlife habitat.

12. What in particular would you like to view and/or learn about around the estuary? (Check all that apply.)*

[44] (65.7%) Nature/ecosystems/habitats in general
[49] (73.1%) Wildlife
[37] (55.2%) Historic or archeological sites
[24] (35.8%) Industrial waterfront (shipping activity) viewing/interpretation
[27] (40.3%) Museum/aquarium

Other ideas included: Ocean farming/ranching operations; views of shipping traffic.

13. What is YOUR interest in public shoreline access?

Specifically identifiable interest groups returning questionnaires:

[23] (34.3%) General interest
[13] (19.4%) Outdoor sportsmen (fishing/hunting/general outdoors)

[10] (14.9%) Bird enthusiasts
[8] (11.9%) Senior citizens (no other specific interest)
[3] (4.5%) Industry
[3] (4.5%) College student
[2] (3.0%) Hiking enthusiasts

Other Interests represented included:
- oyster farming
- charterboat fishing
- photography
- land owners
- "no interest"

14. Where do you live?

URBAN AREA: [44] (65.7%) (Aberdeen, Hoquiam, Cosmopolis)

EAST COUNTY: [5] (7.5%) (Central Park, Montesano, Elma)

NORTH COUNTY: [6] (9.0%) (North Bay, North Beaches, Ocean Shores, North Grays Harbor County)

SOUTH COUNTY: [6] (9.0%) (South Bay, South Beaches, Westport)

OUTSIDE GRAYS HARBOR COUNTY: [3] (4.5%) (Thurston and Pacific counties)

UNKNOWN: [3] (4.5%)

15. Do you have other comments about public shoreline access around the Grays Harbor estuary?

"We should try to develop all the urban waterfront. Most cities would be envious of all the waterfront property we have." (e.g. remove pilings along the Chehalis River in Aberdeen and clean up the shoreline).

"Identify a few particular areas for easy access by tourists, elderly and the handicapped and develop them for easy access and identification. Hopefully this will promote tourism and pride in our area. Access points should be open and modern so they are readily available to everyone. I've noticed that open, well established areas will not collect garbage like the little out-of-the-way places will. A small number of easily accessible, well established areas will go a long way compared to many areas which are not as well maintained."

"I would like to see parking access and R.V. (limited time parking) spaces for tourists to stay and view our industrial activities. There seems to be a lot of space around the North Bay area that could be developed for public access."

"Open up a very unique outdoor area to be used by tourists and locals. Educate locals into enjoying and understanding estuary benefits."

"Interested in protection of natural resources from over-development of shorelines by either industry or public access."

"Motorized vehicles should be prohibited from using shoreline areas!"
"Confine three-wheelers to one area - they are very destructive."

"I need to know more about shorelines and how they can benefit the community. I would like to know more locations where I can enjoy the estuary shorelines."

"I would like to be able to walk along the shoreline and not intrude or trespass."

"Communities with well-developed public facilities on the shorelines are considered good places to live and to visit. The ferry and Port facilities at Westhaven dock are good beginnings. Morrison Park is nice, too. Commercial shellfisheries should be well marked, but people shouldn't be intimidated to keep off the entire intertidal area."

"Improve and maintain boat launch facilities for access to the Grays Harbor estuary for hunting and fishing."

"I do not want TOO much access, but enough to enjoy wildlife quietly."

"Present shoreline access is adequate."

"Too much changing of the shorelines spoils it for some."

"With the high percentage of private ownership of the waterfront, it is important to bring into focus the potential for public access to the estuary, the demand for such use, and the possibilities for methods of accomplishment."

"Oysters and large groups of people don't mix. I would like to see the numbers of people kept manageable."

"Inner bay shorelines are not much good for walking. The areas that are good for walking are already accessible."

"My interest is in permitting non-impacting access for viewing wildlife and nature. I do not want big projects or motorized access that would further degrade the estuary shoreline. Tourism and public access can be accomplished without large developments which would impact the environment."

"Access should be multi-purpose."

"We must make sure the public maintains the right of access to as much of the estuary as possible. That doesn't mean a great capital outlay for fancy developed access, just make sure it is open to the public, with a developed access for the handicapped and aged."

"We need more marked access points and a map showing the access."

"These access areas are important to attract tourism and I also feel that people right here at home would make more use of the existing access areas and any new areas if they only knew where they were. Most of these areas are very poorly marked."

"The shoreline is one of the region's most underutilized resources. Well designed shoreline access can benefit area residents and businesses as well as tourists. Shoreline access appropriate to the use should be required for ALL uses of a permanent nature - appropriate improvements and maintenance should also be required. In particular, access to the port industrial area should be the highest priority."

"Developing shoreline access should be the area's top priority."

"Interested in boat access (kayak and canoe), areas for our children and us to play and relax near the water, prevention of more industry from building along the water - some of it needs to be more natural and usable by the public."

"I would like to see scenic areas on both sides of the bay set aside for organized pathways where bicyclists, bird watchers and

general walkers can use and enjoy our harbor in a pristine environment."

"Little has been done to provide access to our shorelines and nothing has been done to show what is private and what is public.""I would like to see private landowners encouraged to take an interest in providing safe, sensible access routes to the waterfront."

"Other than insufficient numbers of sites, there is a lack of walkways and parking areas for the sites that do exist."

"Shoreline access is good urban design and would be an important cornerstone for future economic development in Grays Harbor."

"We don't want bald accesses. People like to holiday where there are at least groves of trees."

"More shoreline access - more people. Some may stay around to fish [and spend dollars in other ways]. I am very interested in non-consumptive forms of marine activities - these things will really help promote local tourism."

"Efforts to date have been minimal but very nicely done. Much more needs to be done, however. A marine information center (e.g. O.S.U.'s center at Newport, Oregon) would be super."

SHORELINE ACCESS AROUND THE GRAYS HARBOR ESTUARY

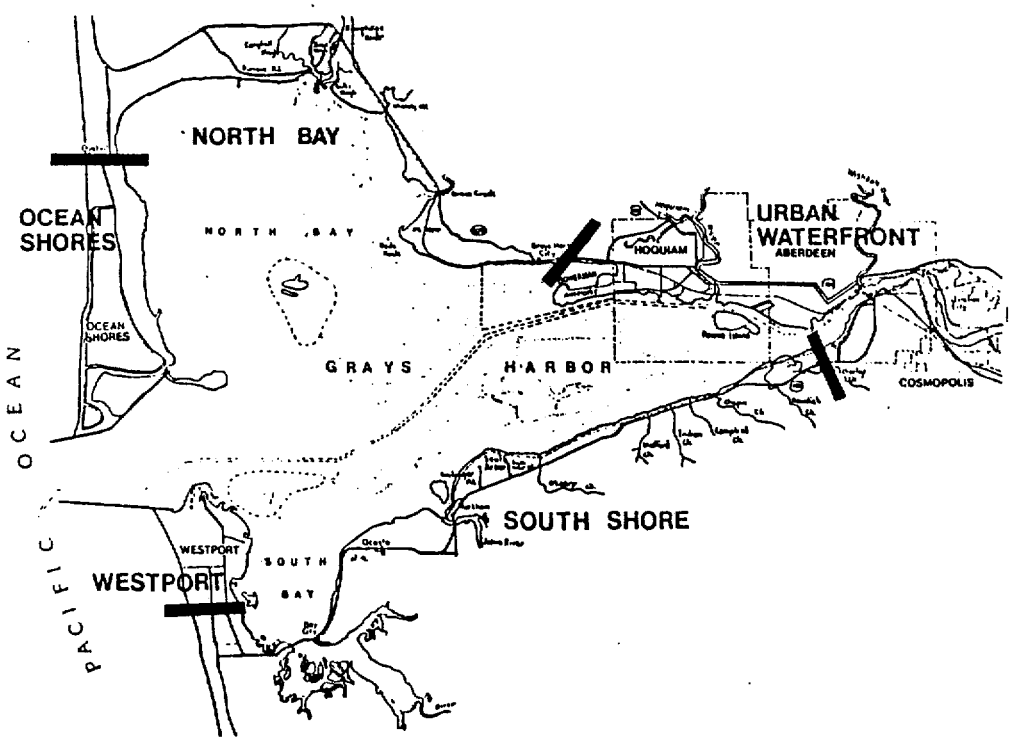
PUBLIC OPINION SURVEY

The Grays Harbor Public Shoreline Access Advisory Committee would like to know your opinions about shoreline access around the Grays Harbor estuary. The committee is assisting the Grays Harbor Regional Planning Commission with a public access study of the estuary which will inventory existing access sites and identify potentials for new access. Citizen input is important in determining what kinds of activities people enjoy along estuary shorelines, what types of facilities are needed, and where they should be located.

Access can range from a mud trail to a paved parking lot and viewing tower, and can include both public and private property in rural and urban environments. This study limits itself to the shorelines of the Grays Harbor estuary and Chehalis River, from the north and south jetties up to Cosmopolis. The study does not include the ocean beaches, nor will access along the shores of other rivers be addressed.

Please take a few minutes to complete this survey, then return it to Grays Harbor Regional Planning Commission (see last page for address) before December 6th. Another public information meeting will be held next spring to review the results of the study.

STUDY AREA AND SUB-AREAS



SHORELINE ACCESS AROUND THE GRAYS HARBOR ESTUARY

Please return this survey to Grays Harbor Regional Planning Commission before December 6th! Thank you.

1) Is shoreline public access around the Grays Harbor estuary adequate?

Yes____ No____ Don't know____

If not, why not?

_____

_____

2) Do you think there is adequate public knowledge of existing access points on the estuary?

Yes____ No____ Don't know____

If not, what can be done to encourage use of existing shoreline access?

_____

_____

3) Do you feel that access to the estuary shorelines is important to Grays Harbor residents and visitors?

Yes____ No____ Don't know____

4) Who do you think uses public shoreline access on the Grays Harbor estuary?

_____

_____

5) Is there adequate estuary shoreline access for the elderly, handicapped and physically disabled?

Yes____ No____ Don't know____

If not, how can this access be improved?

_____

_____

6) Who should develop shoreline public access? (Check all that apply.)

___ city government ___ business
___ county government ___ industry/Port
___ state government ___ private landowners
___ federal government ___ other_____

_____

7) Do you have a favorite access point on the estuary shoreline?

Yes____ No____

If so, where is it?

_____

What do you use it for?

_____

8) What general activities do you enjoy on or near the Grays Harbor estuary shorelines? (Check all that apply.)

___ scenic view
___ nature study
___ birdwatching
___ walking
___ photography
___ watching shipping activity
___ picnicking
___ fishing
___ shellfishing
___ diving
___ wind surfing
___ hunting
___ boating
___ boat launching
___ boat moorage
___ biking
___ other:_____

9) Which areas of the harbor need more public shoreline access: (Refer to map for area delineations - check all that apply.)

____ Ocean Shores area
____ North Bay
____ Urban waterfront
____ South shore
____ Westport area
____ specific areas:_____

10) What types of facilities should be developed as part of new or improved shoreline access areas? (Check all that apply.)

___ benches/seating
___ picnic facilities
___ restrooms
___ trails/walkways
___ parking
___ play areas
___ public pier
___ disabled access
___ viewpoint/structure
___ camping
___ boat launch
___ boat moorage
___ other:_____

Of the facilities you chose, which two are the most important?

1)_____ 2)_____

Which one is least important? _____

11) What should be the primary use for urban waterfront property? (Please rank them from 1=most important to 4=least important.)

___ public access/parks/open space
___ restaurants/hotels/other tourism-related development
___ general commercial development
___ water-related industry
___ other_____

12) What in particular would you like to view and/or learn about around the estuary? (Check all that apply.)

____ Nature/ecosystems/habitats in general
____ Wildlife
____ Historic or archeological sites
____ Industrial waterfront (shipping activity) viewing/interpretation
____ Museum/aquarium
____ Other:_____
_____

13) What is YOUR interest in public shoreline access?

_____

_____

_____

_____

14) Where do you live? _____

15) Do you have other comments about public shoreline access around the Grays Harbor estuary?

_____

_____

_____

_____

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_____

Thank you very much for completing this questionaire! Please mail your completed survey before December 6th to (or drop it by) the Grays Harbor Regional Planning Commission office at the address below:

Grays Harbor Regional Planning Commission
2109 Sumner Avenue, Suite 202
Aberdeen, Washington 98520
(206) 532-8812

If you would like your name to be placed on a mailing list to receive further information about the Grays Harbor public shoreline access study, please indicate by filling out the information requested below:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

GHRPC 11/85

APPENDIX C

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APPENDIX D
SUGGESTED PUBLIC ACCESS POLICIES AND REGULATIONS

The following public access element, incorporating policies and regulations, is excerpted from the Grays Harbor County Shoreline Management Master Program and the Department of Ecology Shoreline Master Program Handbook. This element is appropriate as a basis for shoreline master program amendments and revisions for all Grays Harbor jurisdictions.

PUBLIC ACCESS ELEMENT

This element deals with providing public access to publicly-owned shorelines and assessing the need for public access to all shoreline areas.

GOAL: To develop a city/county shoreline public access system that increases the amount and diversity of public access to shoreline areas, consistent with private rights, public safety, and the natural shoreline character.

A) POLICIES:

1) A shoreline element in the parks acquisition and development program should be encouraged so that future shoreline access is acquired and developed as part of an overall master plan, including but not limited to the following: street end and public right-of-way development, shoreline park acquisition and improvement, pedestrian and bicycle trail development, and view observation points. Priority for access acquisition should consider resource desirability, availability, and population proximity.

2) Public access should be provided in new shoreline development.
   a) Private property owners should be encouraged and offered incentives to provide shoreline access.
   b) Specified public pedestrian accessways and improvements should be required in future land use authorizations whenever shoreline features are appropriate for public view.

3) Shoreline and wetland viewpoints, lookouts, and vistas should be provided.

4) Shoreline recreational facilities and other public access points should be connected by trails, bicycle pathways, and other access links, where appropriate.

5) Access development should respect and protect ecological, aesthetic, historical, and archeological values in the shorelines of the state, as well as private property rights.

6) Public access design should provide for public health, safety, and enjoyment.

7) Public access areas should be maintained and provided with ancillary facilities such as parking and sanitary facilities when appropriate.

8) The nature, time, number of people, and area open to public access may be regulated where there are spawning grounds, fragile aquatic life habitats, or potential hazards for pedestrian injury.

9) Residential and commercial development on shorelines of statewide significance should be encouraged to provide linear accessways along the shorelines.

10) Industrial uses located on shorelines of statewide significance should be encouraged to provide vista points along the waterfront, recognizing the incompatibility of linear accessways through high hazard areas.

11) Marine terminals and related facilities should be designed to permit viewing of harbor areas from viewpoints and similar public facilities which would not interfere with port operations or endanger public health and safety.

12) Scenic road and railroad corridors within shoreline areas should have provision for safe pedestrian and other non-motorized travel. Also, provisions should be made for sufficient viewpoints, rest areas, and picnic areas in corridors adjacent to public shorelines. Priority should be given to acquisition and development of public access along abandoned transportation corridors which border on shorelines of statewide significance.

B) PUBLIC ACCESS REGULATIONS: Based upon the goal and policies established above, the following regulations are established for all shoreline use activities.

1) No development shall block or interfere with public access to publicly-owned shorelines and water bodies without provision of comparable access alternatives.

2) All developments shall be designed to protect and enhance views and visual access and public access to the water and shorelines.

3) All developments, whether recreational, residential, commercial, or industrial, located along public shorelines or unique shoreline areas may be required to provide view corridors, public accessways, trail easements, or other amenities or improvements upon a determination by local government that the action would enhance public enjoyment of the shoreline and not unduly conflict with the proposed use,

adjacent uses, or public safety, nor adversely impact the shoreline environment. For all projects, the Administrator shall examine the possibility of requiring public access easements, dedications and/or improvements, and shall make record of his or her findings in each case.

4) Public access requirements shall be commensurated with:
   a) nature and size of the project;
   b) shoreline frontage of the project;
   c) characteristics and limitations of the body of water involved;
   d) expected demand resulting from the project;
   e) existing access facilities;
   f) design of the project;
   g) existing street or highway access pattern;
   h) type of access to be given, whether actual, scenic, boat, swimming, or other type.

5) All methods of satisfying public access requirements shall involve accessways, improvements, easements, or the dedication of lands. Such accessways, improvements, easements or dedications may be provided in any alignment appropriate and compatible with the project design, subject to plan approval. These can include, but are not limited to, strips along the shoreline, access road rights-of-way, or other usable dedications.

6) Developers may be required by local government to install or maintain improvements for public access or vista facilities on dedicated parcels as a condition for the shoreline substantial development permit. Additionally, if a subdivision is required, improvements may be required as a condition for plat approval. Public use shall not be allowed until reasonable improvements and provisions have been made, and approved by the appropriate public agency, so that trespass on adjacent private property, littering, and environmental abuse will be minimized.

7) The following shall be specified in shoreline substantial development permit conditions:
   a) Any required public accessway, easement or dedication shall be recorded on a permit, property deed or face of a plat as a condition running for the life of the project or in perpetuity with the land.
   b) Any required public access improvements, according to approved plans, must be specified, and any improvements must be fully developed and available for public use at the time of occupancy or onset of use of the development.
   c) Operation, liability, and maintenance criteria and responsibilities must be specified.
   d) Department of Ecology standardized signs which indicate the public's right of access shall be installed and maintained by the property owner in conspicuous locations at required public access sites. Public use

may be limited to daylight hours or hours of operation of the proposed development.

8) Public access to the shoreline shall be required on all public property, except as exempted by local government.

9) As far as possible, public access sites shall have direct and easy access from the street or highway.

10) If public access results in the abuse of the environment by the public, the access may be limited or closed.

11) Residential, recreational, and commercial development fronting on shorelines of statewide significance shall provide appropriate public access to the shoreline. Where appropriate, a linear public easement or dedication at least 25 feet wide along the ordinary high water line or as near thereto as can conveniently accommodate pedestrian use shall be provided. In addition, access to the shoreline from a public right-of-way may be required. Such accessways shall permit only non-motorized vehicle and pedestrian use, and shall be accessible during daylight hours and at night during business hours. Public access improvements may be required, commensurate with the criteria outlined in paragraph (4) above.

12) Heavy commercial and industrial developments fronting on shorelines of statewide significance shall provide an easement or dedication for one or more vista points located as near to the outer harbor line as is reasonable, considering the nature and siting of the use. The access and vista point area shall be capable of handling passenger vehicles safely and conveniently, unless topography or other limitations preclude this, in which case safe and convenient pedestrian access shall be sufficient. Specific public access improvements may be required, commensurate with the criteria outlined in paragraph (4) above.

13) Public access may be considered not feasible and not required, at the discretion of the local government, where:
    a) Unavoidable hazards to the public in gaining access exist; or
    b) Inherent security requirements of the use cannot be satisfied; or
    c) Unavoidable interference with the use would occur; or
    d) Unacceptable environmental impacts would occur; or
    e) The cost of providing the access is unreasonably disproportionate to the total cost of the proposed development; or
    f) Public access is available in close proximity to the proposed development and no further access is needed; or
    g) Public access at the particular location cannot be designed or developed to provide an interesting or pleasant view or recreational experience.

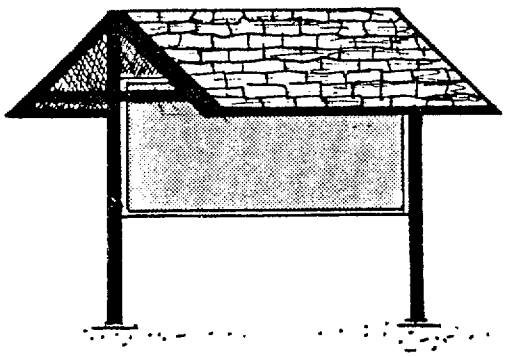
APPENDIX E
SUPPORT FACILITIES

Signs: A new shoreline access sign was adopted by DOE in 1984. The sign contains a standardized logo, with the phrase "PUBLIC SHORE," used to mark places with direct access to the shore (shown below), or "SHORE VIEW," used to mark vistas and viewpoints. The signs are manufactured of a sturdy blue and white polyethylene plastic. Signs are available at no cost from DOE, but their use is limited to marking shoreline access sites and viewpoints which are open to the public. Specifications for sign location and installation are given in the Washington State Department of Ecology "Shoreline Public Access Sign Manual." In addition to the shoreline access sign, a notice reminding users to respect private property rights may be appropriate at some access locations.

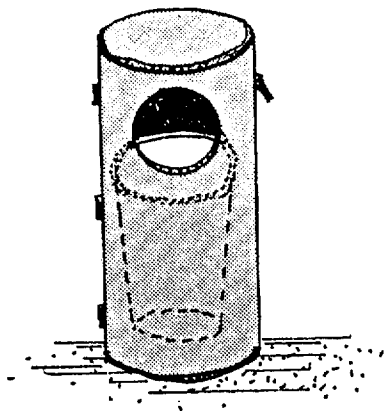
Miscellaneous support facilities: Support facilities add to public enjoyment and ease of maintenance of recreational developments. They include signs, trash receptacles, bike security racks, informational kiosks, benches, picnic tables, restrooms, and parking areas. Design examples for some of these facilities are presented on the following page.

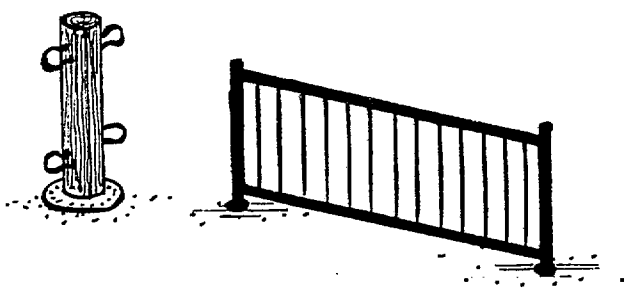
Department of Ecology Shoreline Access Sign

MISCELLANEOUS SUPPORT FACILITIES

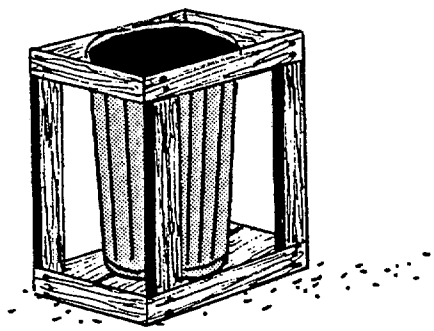


KIOSK

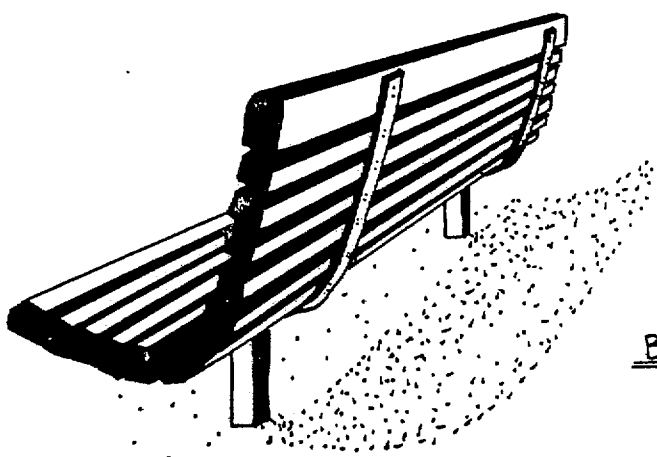




BIKE RACKS



TRASH CANS



BENCH