

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 8 PLANNING AREA V

Management Category

RA - Rural Agriculture

Boundary Description

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

Management Objectives

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

Special Conditions

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

MANAGEMENT UNIT 9
PLANNING AREA V

Management Category

RL/N - Rural Low Intensity/Natural

Boundary Description

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

Management Objectives

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

Special Conditions

1. Boathouses are allowable only on Campbell and Jessie Sloughs as a conditional activity subject to site specific, case-by-case review.
2. The installation of piers, docks, wharves, piling and mooring dolphins is allowable only as a conditional activity and provided that no new navigation channel is required.
3. Piers, docks, wharves, piling and mooring dolphins will be allowed associated with small private residential uses and provided that it does not interfere with the management of Department of Game property at the mouth of Humptulips River.

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

MANAGEMENT UNIT 10 PLANNING AREA V

Management Category

RL - Rural Low Intensity

Boundary Description

Western (North) Boundary - Management Unit 9.
 Eastern Boundary - the eastern line of Section 12 (T17N, R11W) or the western boundary of port ownership.

Plan Boundary - Old Burlington Northern rights-of-way line and line of non-aquatic vegetation along Grass Creek.

Management Objective

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

Special Conditions

1. The installation of piers, docks, wharves, piling and mooring dolphins is allowable provided that no new navigation channel is required.
2. Piers, docks, wharves, piling and mooring dolphins will be allowed with small private residential uses and provided that they do not interfere with the management of Department of Game property.

MANAGEMENT UNIT 11
PLANNING AREA III

Management Category

UD - Urban Development

Boundary Description

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

Management Objectives

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

Special Conditions

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

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

See Text

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STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 12 PLANNING AREA III

MANAGEMENT CATEGORY: Special

BOUNDARY DESCRIPTION: See Attached Exhibit

MANAGEMENT OBJECTIVES

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

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

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

***Special Conditions**

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

Area 1 - Natural

Area 2 - Fill - Urban Development

Area 3 - Not Used

Area 4 - Special Designation

Area 5 - Existing Airport - Urban Development

Area 6 - Waterfront Area - Conservancy Managed

AREA 1 - NATURAL AREA

Description

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

Implementation Conditions

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

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

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

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

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

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

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

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

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

AREA 2 - FILL SITE - URBAN DEVELOPMENT

Description

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

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

Implementation Conditions

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

1. As a permit is issued for fill in Area 2 for industrial development, fee title will be transferred for a portion of Area 1 on the basis of 3.0 acres transferred for each acre filled. If at the time a permit is issued for fill in Area 2, no permit has been issued for fill in Management Unit 26, the proportional acreage of transfer will be based on the acreage of fill in Area 2 only. If at the time a permit is issued for fill in Area 2, a permit has also been issued for fill in Management Unit 26, the proportion of lands transferred in Area 1 will be based on the total acreage of the permit for Area 2 and the permit for Management Unit 26. The transfer will permanently establish a balance that is essential to avoid unacceptable adverse impacts to the aquatic ecosystem, including wetlands (within the meaning of Section 404 guidelines) that might otherwise result from additional future fills in Area 1. Transfer of title will be done in accordance with Condition 3 of the Implementation Conditions for Area 1.
2. Grays Harbor is one of the major estuaries on the west coast. The Harbor contains a total of 54,720 acres to the extreme high water line with 33,600 acres of intertidal land. It contains 5,420 acres of saltmarsh and 28,160 acres of tideflats. Between 1940 and 1975, 3,850 acres of intertidal wetlands have been filled by the placement of dredged materials, including portions of the area within Management Unit 12. In the early portion of that period, the rate of fill was as much as 50 acres per year. More recently, that rate has slowed to 10-15 acres per year or less.

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

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

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

3. Filling that occurs in Area 2 will be subject to approval through the Section 404 permit process. However, in the context of the total Management Unit and the total Estuary Management Plan, such filling is not considered to have an unacceptable impact on the aquatic ecosystem, including wetlands. This determination is made in consideration of:
 - a. Implementation Condition 2, above
 - b. The Management Objective for this Management Unit,
 - c. The implementation of allowable fill through the application of normal local, state and federal policies and regulations,
 - d. The implementation of the policies and standards of this plan,
 - e. The full implementation of the conditions of this Management Unit including the fee title transfer of approximately 1,711 acres of intertidal and wetland area,
 - f. The guarantees and protective measures afforded to the resources of the total harbor by this plan,
 - g. The consideration, in the preparation of this plan, of the long term need of the Grays Harbor community to seek out and accommodate major new industrial diversification and expansion,
 - h. The consideration, in the preparation of this plan, of alternative areas and ways to accommodate new water dependent industry and the general lack of areas as uniquely suited as this Management Unit and
 - i. Implementation Condition 5, below.
4. As filling occurs, it will be done in accordance with disposal practices approved through the permit process, including the use of containment structures surrounding each fill to preclude unnecessary dispersal of fill material to the adjacent aquatic area. With the full review and concurrence of state and federal resource agencies, plans for the placement of fill in Area 2 will consider the selective placement of additional fills and/or non-standard design of fill dikes to recreate lost habitat on the northern edge of this area. A particular emphasis will be placed on re-creating the vegetated salt marshes and woody vegetation similar to vegetation on the north side of Moon Island. Additionally, piling that must be removed to accommodate the fill will be replaced in the area north of the fill site to re-establish perching sites for birds. Although the plan considers this a fill site, rather than a dredged materials disposal site, the use of dredged material for fill meeting these special conditions is appropriate.
5. The specific size and shape of the northern portion of Area 2 (within the general dimensions illustrated on the Management Unit 12 exhibit) is determined by the engineering requirements for a railroad loop track including required maintenance roads and drainage facilities.

6. Recognizing the need for considerable lead time to fill, prepare and develop an industrial site, a permit application for fill in Area 2 may be submitted only at such time as construction for water dependent industrial uses has started on at least 50 percent of Area 5 (the current airport site) or if a specific use requiring over 50 percent of Area 5 is proposed.
7. As development plans are prepared and reviewed by local government, specific provisions will be included to allow a public viewing area within Area 2 and/or Area 5 for Bowerman Basin. In the design of that area and in industrial development and operations plans, mutual compatibility will be the central concept. Special care will be taken to include measures that will minimize potential impacts from the public's limited use of this area and from industrial operations on the Bowerman Basin in the north.

AREA 3 - NOT USED

AREA 4 - SPECIAL DESIGNATION

Description

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

Implementation Conditions

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

1. As a permit is issued for fill in Area 4 for the development of water dependent industrial uses, fee title will be transferred of a portion of Area 1 on the basis of 3.0 acres transferred for each acre filled. The transfer will permanently establish a balance that is essential to avoid unacceptable adverse impacts to the aquatic ecosystem, including wetlands (within the meaning of Section 404 guidelines) that might result from additional future fills in Area 1. Transfer of title will be done in accordance with Condition 3 of the Implementation Conditions for Area 1.
2. Area 4 is a conceptual designation for future fills which are intended to provide a total of 564 acres of potential fill for industrial development within Management Units 12, 14 (Area 7), and 26. The designation of Area 4 for fill does not represent a commitment that the area will be filled. A decision on the actual location of future fill will be made at the time of future permit proposals. This decision will be made in accordance with these conditions and will be guided by the principles of:

- a. locating necessary fills in areas where there will not be an unacceptable adverse impact on the aquatic ecosystem, including wetlands, and
 - b. meeting industrial development needs within the region.
3. Area 4 fills can only occur if Area 2 is fully developed and utilized. In addition, uses that may be proposed as a part of an Area 4 permit application must demonstrate that there are no other less environmentally damaging practicable locations within Grays Harbor for the use including any undeveloped portions of the existing Bowerman Airfield (Area 5).
4. Area 4 fills will be subject to approval through the Section 404 permit process. Section 404 or Section 7 (Endangered Species Act) evaluations have not been conducted for this area. Consequently, proposals for Area 4 fill must demonstrate acceptable levels of impact on the ecosystem, the need for the proposed project which would be located on the fill, and that there are no practicable alternative locations. As noted above, the actual location of an Area 4 fill which meets these requirements will depend on assessments at the time of proposal.
5. It is recognized that an Area 4 fill proposal may be submitted which meets needs and alternative requirements but cannot be located within this Management Unit due to unacceptable adverse impacts on the ecosystem. In such a case, it is expected that the Estuary Management Plan may be amended to accommodate necessary fill proposals (up to the total 564 acre limit) in other areas of the estuary and that the general area identified for the Area 4 fill will be redesignated as a natural area.

AREA 5 - EXISTING AIRFIELD - URBAN DEVELOPMENT

Description

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

Implementation Conditions

1. Continuation of the existing use of this area is allowed subject to local land use regulations and other applicable local, state and federal requirements.
2. With the relocation of the airfield to Management Unit 26 or elsewhere, this area will be used for water dependent industrial purposes.
3. No aquatic connections will be allowed into Area 1 from Area 5.
4. If the airfield is relocated, as subsequent industrial development plans are prepared and reviewed by local government, specific provisions will be included to allow a public viewing area within Area 5 and/or Area 2 for Bowerman Basin. In the design of that area and in industrial development and operations plans, mutual

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

AREA 6 - WATERFRONT AREA - CONSERVANCY MANAGED

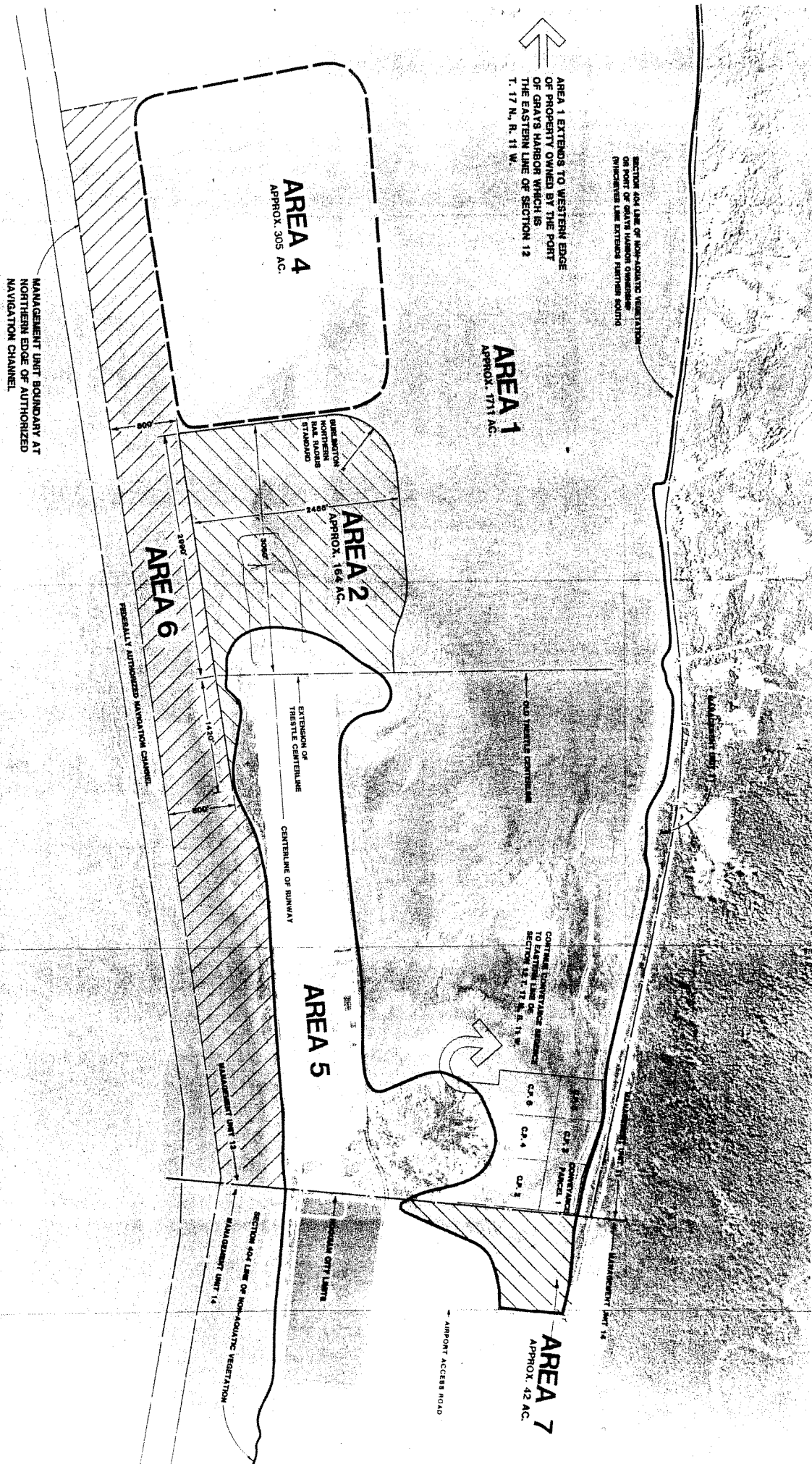
Description

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

Implementation Conditions

1. The southern shoreline of the existing Bowerman Airfield is an area of significant natural resources for the migration and feeding of fish and shellfish. Except for the conditions listed below, this area will be managed consistent with the general purpose and guidelines for Conservancy Managed. Using Areas 2, 5, and potentially Area 4, for water dependent industrial development requires access to the water and the navigation channel. Any development will be done with great care and under the following guidelines:
 - a. A very limited number of "T" docks will be allowed within this area. The principal concern with these structures is the number of tressle connections to the shore rather than the length of dock structure at the navigation channel.
 - b. Very limited filling is allowable at the approach to the "T" dock for the purposes of establishing a safe and efficient connection to the shore and, to reduce the high costs of such structures. Under no circumstances will such fills extend to that portion of the structure adjacent to the channel nor will it substantially interfere with the migration of fish and shellfish, or their rearing and feeding areas.

GRAYS HARBOR ESTUARY MANAGEMENT PLAN
GRAYS HARBOR REGIONAL PLANNING COMMISSION



MANAGEMENT UNIT 13

NOT USED

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

See Text

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STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 14 PLANNING AREA III

Management Category

UD - Urban Development

Boundary Description

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

Management Objectives

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

Special Conditions

The following special conditions will apply within this management unit:

1. A very limited number of "T" docks will be allowed within this Management Unit. The principal concern with these structures is the number of trestle connections to the shore rather than the length of the dock structure at the navigation channel.
2. Limited filling will be allowed for the approach to "T" docks or other channel approach structures. The purpose of such filling will be to ensure a safe and efficient connection to the shore and to reduce the high costs of such structures. State and federal agencies will review the proposed fill to ensure that there is a minimum intrusion on fish and shellfish migration. The practicability of fill versus pile structures for specific projects will be assessed during permit evaluations.

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

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

Implementation Conditions

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

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

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

2. At no time shall wetland fill exceed 20 acres in Area 7. All such allowable fills shall be placed at the farthest feasible distance from Management Unit 12, Area 1.
3. When a permit is issued for wetland fill in Area 7 for industrial development, fee title shall be transferred to the State Department of Game or U.S. Fish and Wildlife for that portion of the Area 7 wetland adjacent to Management Unit 12, Area 1, on the basis of 3.0 acres transferred for each acre filled. If insufficient acreage remains in Area 7 to satisfy this 3.0:1 transfer to fill ratio, portions of Management Unit 12, Area 1 equal to this requirement shall be deeded to the Department of Game or U.S. Fish and Wildlife. All transferred property will be managed in conjunction with Management Unit 12, Area 1 criteria. This transfer will permanently establish a balance that is essential to avoid unacceptable adverse impacts to the aquatic ecosystem, including wetlands (within the meaning of Section 404 guidelines) that might result from future fills allowed in the Grays Harbor Estuary Management Plan.
4. Any wetland filling in this area will be subject to approval through the Section 404 permit process. However, in the context of the total Management Unit and the total Estuary Management Plan, such filling is not considered to have an unacceptable adverse impact on the aquatic ecosystem, including wetlands. In addition, the geographic location of this area, particularly its great distance from the authorized federal navigation channel, will be taken into account in permit determinations related to water dependency.
5. As filling occurs, it will be done in accordance with disposal practices approved through the permit process, including the use of containment structures surrounding each fill to preclude the unnecessary dispersal of fill material to the adjacent aquatic area. Although the plan views this area as a fill site, rather than a dredged materials disposal site, the use of dredged material for fill meeting these special conditions is appropriate.

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 15 PLANNING AREA III

Management Category

UD - Urban Development

Boundary Description

Western Boundary - Management Unit 14 (Adams St.)

Eastern Boundary - The extension of Michigan Street to the shoreline

Plan Boundary - Burlington Northern Railroad line out to the line of Ordinary High Water

Management Objectives

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

Special Conditions

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

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

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

MANAGEMENT UNIT 16 PLANNING AREA II/III

Management Category

UM - Urban Mixed

Boundary Description

Western Boundary - The extension of Michigan Street to the shoreline.

Eastern Boundary - Wishkah Railroad Bridge.

Plan Boundary - Burlington Northern Railroad Line out to the line of Ordinary High Water.

Management Objectives

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

MANAGEMENT UNIT 17
PLANNING AREA II

Management Category

UM - Urban Mixed

Boundary Description

Western Boundary - Wishkah River Railroad Bridge.

Eastern Boundary - ½ Section Line, Sec. 10 (T17N, R9W)

Plan Boundary - Burlington Northern Railroad line out to the line of Ordinary High Water.

Management Objectives

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

Special Conditions

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

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

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 18 PLANNING AREA II

Management Category

UD - Urban Development/Natural

Boundary Description

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

Management Objectives

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

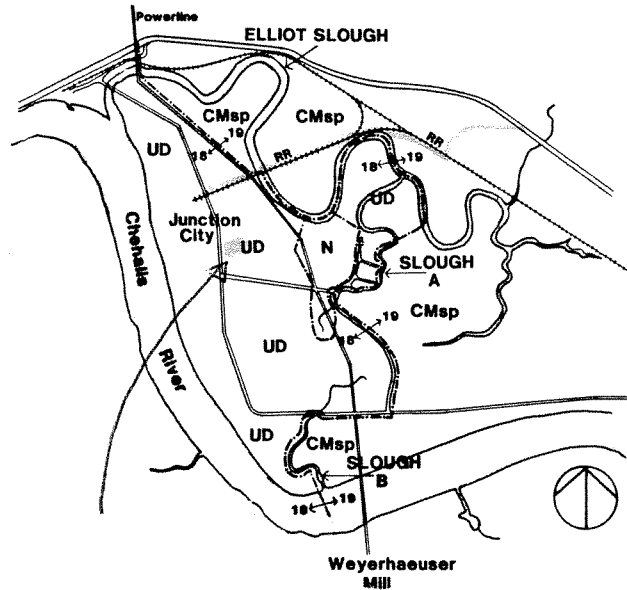
Special Conditions

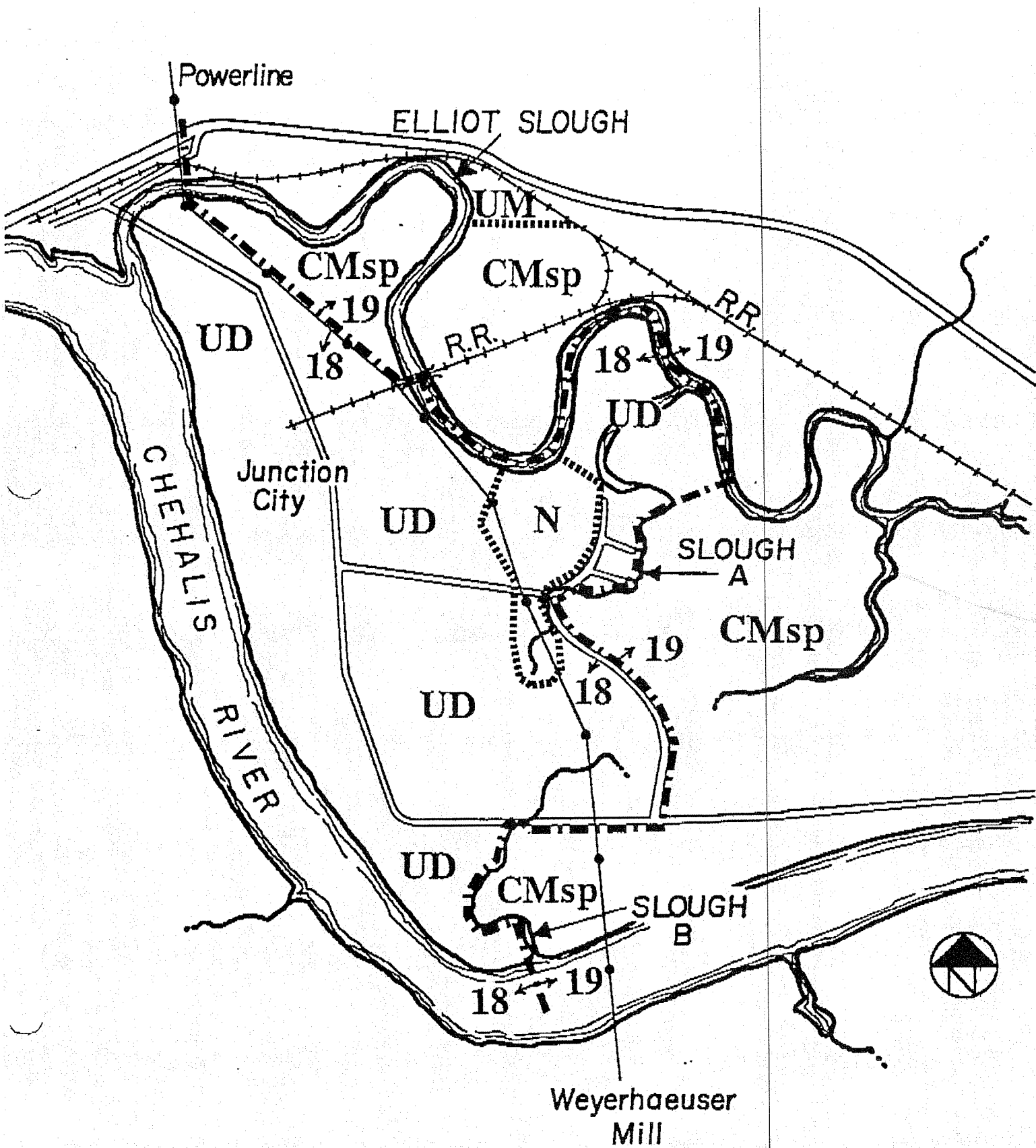
In addition to Standard Uses and Allowable Activities, the following special conditions will also apply:

1. No filling will be permitted along Elliott Slough below the line of non-aquatic vegetation (Section 404) or to within 100 feet of the line of Ordinary High Water, whichever is further from the aquatic area.
2. Structures will be permitted to approach the navigation channel. Very limited filling is allowable at the approach to these structures for the purposes of establishing a safe and efficient connection to the shore, and to reduce the high costs of such structures. Under no circumstances will such fills extend to the channel portion of the structure nor will they substantially interfere with fish feeding areas or migration routes.
3. Bankline straightening may be appropriate in very limited circumstances within this management unit. The primary criteria for the application of bankline straightening will be to minimize effects on fish feeding and migration and to ensure that bankline straightening is essential to maintaining the function of the proposed use.
4. The accompanying figure is an enlarged version of the boundary between Management Units 18 and 19 as well as the special split

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

- a. A 100 foot, no fill/no development buffer will be maintained along Elliott Slough and along both sides of the slough (designated Slough A) that intersects with Elliott Slough in the north-eastern portion of the management unit.
 - b. A 50 foot, no fill/no development buffer will be maintained on both sides of the slough (designated Slough B) in the southern portion of the management unit, where that slough is north of the existing access road.
 - c. The existing access road in the area designated as Natural, can be maintained and up-graded to permit access to the Urban Development areas to the east.
 - d. The southernmost boundary between Management Units 18 and 19 is a line 50 feet west and parallel to Slough B, from its intersection with the existing access road to its intersection with Chehalis River.
 - e. Specific boundary lines have been established through a reconnaissance level field investigation done early in the process of preparing this plan. More detailed investigations may be required to determine final boundaries within the principles contained in this management unit, at the time of permit application. Construction of new single family residences and expansion or alteration of existing single family residences is allowed within the Urban Development portions of this Management Unit and in conformance with local ordinance requirements.
5. Other fills above the bankline within the Urban Development portion of the Management Unit may be allowable consistent with applicable state and federal regulations.





ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

See Text

*

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 19 PLANNING AREA I

Management Category

CM - Conservancy Managed Special

Boundary Description

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

Management Objectives

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

Special Conditions

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

1. This management unit will automatically be reviewed by the estuary planning task force in their five year plan review. The purpose of this review will be to establish a final management classification for the management unit.
2. Any specific project proposals in this management unit will be reviewed by the estuary planning task force during their Annual Review.

MANAGEMENT UNIT 20
PLANNING AREA I

Management Category

CM - Conservancy Managed

Boundary Description

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

Management Objectives

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

Special Conditions

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

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

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 21 PLANNING AREA I

Management Category

UR - Urban Residential

Boundary Description

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

Management Objectives

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

Special Conditions

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

MANAGEMENT UNIT 22
PLANNING AREA I

Management Category

RA - Rural Agriculture

Boundary Description

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

Management Objectives

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

Special Conditions

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

1. Extraction of aggregate resources in areas outside the river will be allowed.
2. Maintenance of existing dikes will be allowed.
3. New dikes may be appropriate to protect agricultural land provided they do not encroach into wetlands.

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 23 PLANNING AREA I

Management Category

RL - Rural Low Intensity

Boundary Description

Eastern Boundary - Confluence of Chehalis and Wynoochee Rivers.

Western Boundary - A point where the highway and Union Pacific Railroad line leave the parallel alignment of Chehalis River.

Plan Boundary - Union Pacific Railroad line out to the line of Ordinary High Water.

Management Objectives

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

Special Conditions

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

MANAGEMENT UNIT 24
PLANNING AREA I

Management Category

CM - Conservancy Managed

Boundary Description

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

Management Objectives

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

Special Conditions

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

1. Continued maintenance and/or redevelopment of the railbed will be allowed.
2. Reconstruction of the South Bank Road or new highway, while not in the management unit, will not be allowed north of the railroad rights-of-way.
3. Limited filling and erosion control measures will be allowed only as required for the reconstruction of the South Bank Road.
4. Extraction of aggregate resources in areas outside the river will be allowed.

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 25 PLANNING AREA I/II

Management Category

UD - Urban Development

Boundary Description

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

Management Objectives

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

Special Conditions

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

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

4. Cable and pipeline crossings, outfalls, bankline straightening, and bankline erosion control will be allowed in that portion of Management Unit 25 within Planning Area II, and conditional in that portion of the management unit within Planning Area I.
5. Reconstruction of the South Bank Road or new highway, while not in the management unit, will not be allowed north of the railroad rights-of-way.

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

MANAGEMENT UNIT 26 PLANNING AREA II/IV

Management Category

UD/CM - Urban Development/Conservancy Managed

Boundary Description

Eastern Boundary - Management Unit 25

Western Boundary - the east bank of Chapin Creek.

Split Unit Boundary - the Burlington Northern Railroad line.

Plan Boundary - the Burlington Northern Railroad line westerly to the line between Sections 16 and 17, T17N, R9W, thence southerly to the Westport Highway, following the highway west to the western management unit boundary.

Management Objectives

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

Special Conditions

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

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

2. On the water side of the railroad line, limited development of inwater structures will be allowed in direct support of uses within the Urban Development area.
3. The existing treatment ponds and the Saginaw Mill site, in the Conservancy Managed area waterward of the railroad line, are permitted uses. Maintenance of the bankline of the treatment ponds and railroad line will also be allowed. Should there be changes in state or federal regulations or permit requirements for waste treatment, priority in meeting those standards will be for treatment within the existing bermed enclosures so as to protect the adjacent salt marsh areas. If it can be demonstrated that there are no practicable alternatives to meet treatment or permit standards, some limited expansion into adjacent wetlands may be permitted subject to the normal requirements of section 404.
4. While development activity is allowed throughout this management unit, the overriding interest is in the preservation of the existing salt marsh areas. Modification of those areas will only be possible as necessary to build structures or maintain banklines as specified in the preceding conditions.
5. Construction of the South Aberdeen flood control project is consistent with the objectives of this management unit.
6. With any new fill, a 50 foot, no fill/no development buffer will be maintained or redeveloped as part of the basis for maintaining fisheries and riparian values along the main stems of Charley and Newskah Creeks.
7. Fills that may be allowable within the Urban Development portion of this management unit are tied to several of the Implementation Conditions in Management Unit 12. Based on information obtained subsequent to the release of PDEIS on the Draft Estuary Management Plan, on-site wetland resource values may be greater than earlier information had identified. A final evaluation of wetland resource values will be made during the permit process.

Should those resource values significantly exceed previously identified values, some Level V mitigation may be required in accordance with the mitigation policy.

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

- a. The prohibition of the discharge of dredged or fill materials in certain portions of Area 1 under the authority of Section 404(c),
 - b. The formula for transfer of Area 1 to the State Department of Game or U.S. Fish and Wildlife, and
 - c. The actual transfer of a portion of Area 1 to the State Department of Game or U.S. Fish and Wildlife.
8. At such time as a permit is approved for filling in Management Unit 26 (see also discussion in Management Unit 12), the Port of Grays Harbor will apply, under the provisions of Section 404(c) of the Clean Water Act to the Environmental Protection Agency and the Corps of Engineers to designate Area 1 in Management Unit 12, north of the Bowerman Peninsula, west to the old trestle line (exclusive of Area 7), as lands where the placement of dredged or fill materials will be prohibited. The application will be made at the time of application for a fill permit in Management Unit 26. The 404(c) action will not be finalized until approval of the permit for fill in Management Unit 26.
 9. It has been estimated that the total potential wetlands fill within the Urban Development portion of Management Unit 26 equals 75 acres. The exact acreage of fill within this management unit will be added to the potential 489 acres of fill within Management Unit 12 to establish a ratio of acres filled to acres transferred from Area 1 to the State Department of Game or U.S. Fish and Wildlife. As specified in the Implementation Conditions for Area 1, Management Unit 12, this ratio is approximately 1,711 acres to 564 acres or approximately 3.0 acres in Area 1 to 1 acre of fill in either Management Unit 12 or 26.

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

MANAGEMENT UNIT 27
PLANNING AREA IV

Management Category

RL - Rural Low Intensity

Boundary Description

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

Management Objectives

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

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 28 PLANNING AREA IV

Management Category

UD/CM - Urban Development/Conservancy Managed

Boundary Description

Eastern (North) Boundary - Management Unit 27
Western (South/East) Boundary - Westport Highway to a line just east of the west line of Section 1 (T16N, R11W) to the intersection of the small slough with Johns River, approximately 800 feet east of the Westport Highway Bridge.

Split Unit Boundary - line of non-aquatic vegetation.

Plan Boundary - the Burlington Northern Railroad line and the northern quarter section line of Section 1 (T16N, R11W), the northern boundary line of the Johns River Wildlife Recreation Area.

Management Objectives

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

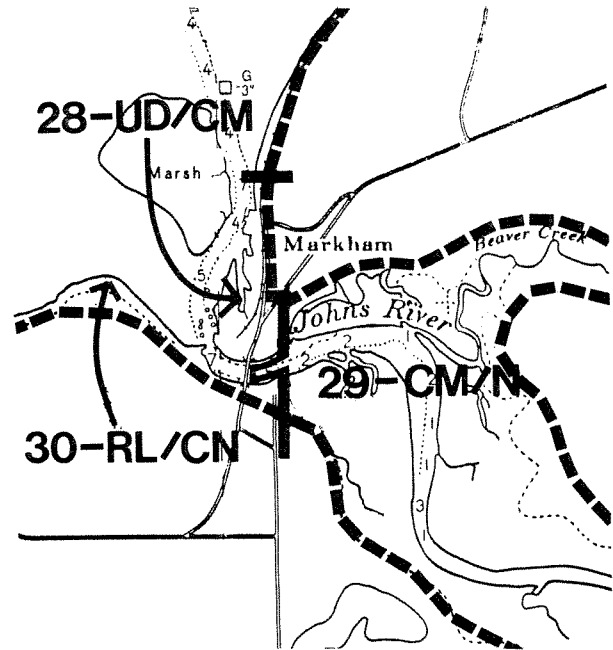
Special Conditions

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

1. Maintenance of existing oyster docks and facilities is considered appropriate.
2. Development of a limited number of new docks and piers in direct support of adjacent, upland water dependent uses is

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

3. A utility corridor for cable and pipeline crossing is allowable adjacent and parallel to the highway bridge.
4. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial loss of aquatic habitat. In the event substantial losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.
5. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.



ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

MANAGEMENT UNIT 29 PLANNING AREA IV

Management Category

CM/N - Conservancy Managed/Natural

Boundary Description

Northern Boundary - Management Unit 28

Southern Boundary - the extension of Johns River Road

Split Unit Boundary - line of non-aquatic vegetation (Section 404)

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

Management Objective

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

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

Special Conditions

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

1. Maintenance of the existing public boat ramp is allowed.
2. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial loss of aquatic habitat. In the event such losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.
3. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.

MANAGEMENT UNIT 30
PLANNING AREA IV

Management Category

RL/CN - Rural Low Intensity/Conservancy Natural

Boundary Description

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

Management Objectives

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

Special Conditions

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

1. A limited number of small private docks will be allowed in conjunction with upland residences.
2. Maintenance of existing boathouses is allowed.
3. A utility corridor for cable and pipeline crossing is allowable adjacent and parallel to the highway bridge.
4. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that substantial improvements would involve substantial loss of aquatic habitat. In the event such losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.
5. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

MANAGEMENT UNIT 31 PLANNING AREA IV/VII

Management Category

RA - Rural Agriculture

Boundary Description

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

Management Objectives

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

Special Conditions

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

1. Maintenance of existing dikes is allowed.

MANAGEMENT UNIT 32
PLANNING AREA VII

Management Category

RL - Rural Low Intensity

Boundary Description

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

Management Objectives

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

Special Conditions

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

1. Maintenance of existing dikes is allowed.
2. A limited number of small private docks will be allowed in conjunction with upland residences.

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 33 PLANNING AREA VII

Management Category

UM/CM - Urban Mixed/Conservancy Managed

Boundary Description

Northern Boundary - Management Unit 32

Eastern Boundary - a line approximately 500 feet east of a local service road intersection with the shoreline at Beardslee Slough.

Split Unit Boundary - line of non-aquatic vegetation.

Plan Boundary - Westport Highway and a line approximately 250 feet north of local service road on the east side of the highway. (See sketch in this Management Unit.)

Management Objectives

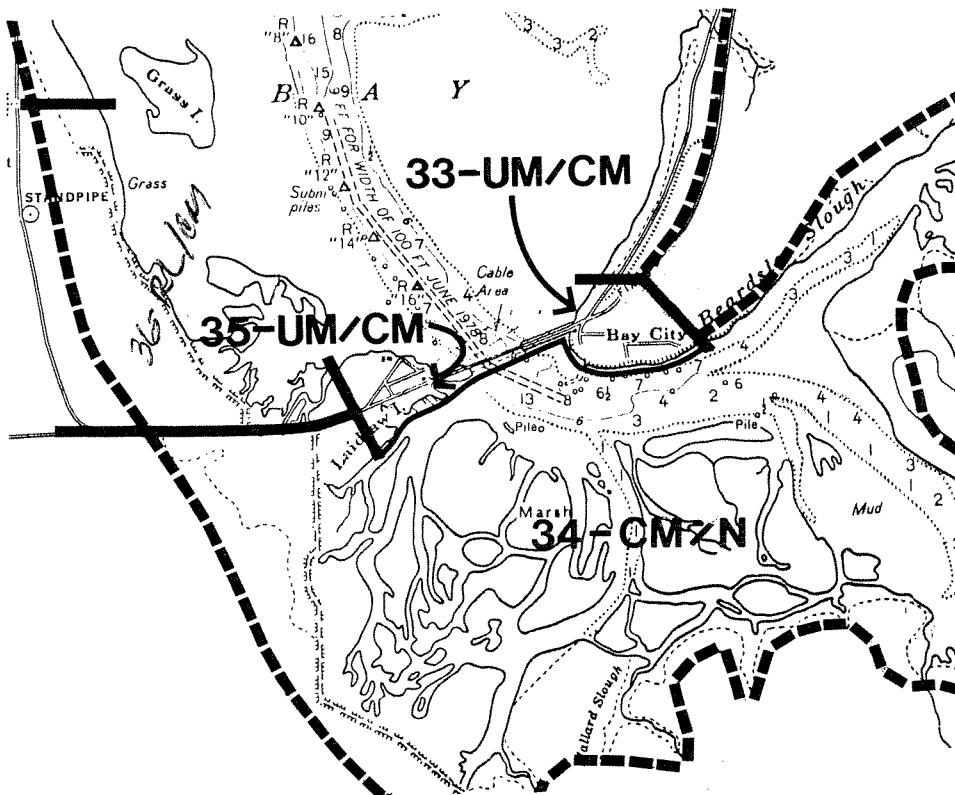
This small management unit encompasses the unincorporated community of Bay City. Because of its relationship to the Elk River Bridge and Westport Highway, it represents a good location for local highway service uses. The designation of this management unit as Urban Mixed will allow some limited expansion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

Special Conditions

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

1. Small, private boat docks associated with upland residences are allowed.
2. A utility corridor for cable and pipeline crossing is allowable adjacent and parallel to the highway bridge.
3. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial of aquatic habitat. In the event substantial losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.

4. Unless otherwise described, designated activities allowed in the Conservancy Managed area must directly support allowable activities in the Urban Managed portion of the management unit.
5. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.



ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

See Text *

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 34 PLANNING AREA VII

Management Category

CM/N - Conservancy Managed/Natural

Boundary Description

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

Management Objectives

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

Special Conditions

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

1. While the intent of this management designation is to keep the area in its present natural condition, continuation and limited expansion of certain existing uses and activities such as oyster culture is considered appropriate.
2. Stake and bottom oyster culture are allowable methods.
3. Limited raft oyster culture is considered appropriate.
4. Maintenance of existing boat ramps is allowed.
5. The Natural boundary extends to the alignment of the Westport Highway bridge, except in relation to allowable uses and activities associated with Management Units 33 and 35. (See sketch in Management Unit 33)

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

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 35 PLANNING AREA VII

Management Category

UM/CM - Urban Mixed/Conservancy Managed

Boundary Description

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

Split Unit Boundary - line of non-aquatic vegetation.

Management Objectives

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

Special Conditions

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

1. A utility corridor for cable and pipeline crossing is permitted adjacent and parallel to the highway bridge.
2. Maintenance, reconstruction and/or replacement of the highway bridge and bridge approaches are allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial loss of aquatic habitat. In the event substantial losses occur with highway or bridge improvements inside the plan boundary, Level V mitigation will be required.
3. Maintenance of boathouses and skidways is permitted.
4. Bankline Erosion Control will be allowed only in conjunction with other allowed activities.

MANAGEMENT UNIT 36
PLANNING AREA VII

Management Category

RL/CM - Rural Low Intensity/Conservancy Managed

Boundary Description

Southern Boundary - Management Units 34* and 35

Northern Boundary - Westport city limits, generally defined by the half section line in Section 18 (T16N, R11W).

Split Unit Boundary - line of non-aquatic vegetation (Section 404).

Plan Boundary - a line 200 feet landward from the line of non-aquatic vegetation (Section 404).

Management Objectives

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

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

Special Conditions

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

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

MANAGEMENT UNIT 37 PLANNING AREA VIII

Management Category

UM/CM - Urban Mixed/Conservancy Managed

Boundary Description

Southern Boundary - Management Unit 36

Northern Boundary - Pacific Avenue.

Split Unit Boundary - the line of non-aquatic vegetation (Section 404).

Plan Boundary - a line approximately 200 feet landward of the line of non-aquatic vegetation.

Management Objectives

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

MANAGEMENT UNIT 38
PLANNING AREA VIII

Management Category

UM/CN - Urban Mixed/Conservancy Natural

Boundary Description

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

Management Objectives

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

Special Conditions

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

1. Filling to raise the Westport airfield to provide for its year around use is allowed in this Management Unit. The existing facility encompasses an area approximately 200 feet x 2100 feet which is further identified by "X" shaped white markers at the northern and southern ends of the runway. These markers are visible on U.S. Army Corps of Engineers Surveillance Photo #S83020 96-1, 26 May 1983. Based on current information, raising of the airfield would not have an unacceptable adverse impact on the ecosystem, including wetlands.
2. Regarding the marina expansion project in Management Unit 39, one of the important considerations in evaluating final design options will be the ability to obtain adequate flushing within the marina to maintain water quality conditions necessary to protect aquatic resources. It is possible that considering design options which would achieve better flushing characteristics, very

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

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

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

MANAGEMENT UNIT 39
PLANNING AREA VIII

Management Category

UM - Urban Mixed

Boundary Description

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

Management Objectives

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

Special Conditions

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

1. The new marina is allowed in the southeastern portion of the management unit.
2. The project is envisioned to involve a plan generally consistent with the size identified in Alternative 2, the Public Brochure released by the Corps of

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

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

3. Filling and bulkheading as may be required by allowable uses is allowed including necessary reconstruction of existing docks, breakwater, or other existing facilities to permit optimum use of the existing marina.
4. Design options that are developed and evaluated as a part of the marina expansion permit may be constrained by factors in Management Unit 38. Prior to any final evaluations, the conditions and management objective of that Management Unit should be reviewed for compliance.
5. Continued operations and maintenance of the existing outfall in this management unit is allowed. New outfalls will not be allowed unless it can be demonstrated that they would not adversely affect water quality in Management Unit 38.
6. No more than 5 acres of wetland fill may be allowed for water dependent industrial development in this management unit. In any case, the total impacts associated with any water dependent industrial development which exceeds the impacts anticipated by the planned marina expansion will require Level V mitigation for the excess impacts.

MANAGEMENT UNIT 40
PLANNING AREA VIII

Management Category

CM - Conservancy Managed

Boundary Description

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

Management Objectives

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

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

MANAGEMENT UNIT 41 PLANNING AREA V

Management Category

N - Natural

Boundary Description

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

Management Objectives

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

Special Conditions

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

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

MANAGEMENT UNIT 42
PLANNING AREA IV

Management Category

CN - Conservancy Natural

Boundary Description

The general area known as Whitcomb Flats.

Management Objectives

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

Special Conditions

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

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

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
 Conditional Activity
 Special Conditions
 Not Allowed

A
C
1,3

STANDARD USES
 See Standard Use Table

ALLOWABLE ACTIVITIES

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

Legend: Allowed Activity
Conditional Activity
Special Conditions
Not Allowed

A
C
1,3

STANDARD USES
See Standard Use Table

MANAGEMENT UNIT 43 PLANNING AREA III

Management Category

CM - Conservancy Managed

Boundary Description

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

Management Objectives

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

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

Special Conditions

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

1. In the area currently used for waste treatment ponds, inlet pipes and outfall structures may continue to be used in support of requirements of state and federal waste discharge permits.
2. The disposal of dredged materials will be allowed to continue in those areas presently authorized.
3. Experimental resource utilization and habitat development programs such as those currently available through the Corps of Engineers may be pursued subject to design and review by state and federal resource agencies.

MANAGEMENT UNIT 44
PLANNING AREA

Management Category

CM - Conservancy Managed

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

Management Objectives

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

*** Special Conditions**

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

ALLOWABLE ACTIVITIES

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

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

STANDARD USES
 See Standard Use Table

2. All allowable uses and activities occurring in Management Unit 44, that do not require direct upland support and that require a construction permit, are conditional uses.
3. Uses allowed in shoreline management units that are water dependent/related and/or require some form of access into Management Unit 44 are allowed in Management Unit 44 only to the extent necessary to provide that access and/or only to the extent covered in other Special Conditions. Berth maintenance dredging, unless specified in the Allowable Activities table of a shoreline management unit, is not allowed. In such circumstances, access will be allowed through pile-supported piers and docks or through comparable facilities of less or no greater impact.
4. Experimental resource and habitat development programs such as those currently available through the Corps of Engineers may be pursued provided that such programs do not interfere with uses and activities allowed in adjacent management units. Any such programs will be subject to review and approval by state and federal resource agencies.
5. Extraction of aggregate resources in Chehalis River above Cosmopolis is allowed under the following conditions:
 - a. The extraction of aggregate for channel and berth maintenance is allowable.
 - b. Extraction of aggregate within the river but not as a part of channel maintenance may be allowed providing that:
 - 1) there are no alternative sources of aggregate within the general Montesano, Aberdeen, Hoquiam, or Cosmopolis area;
 - 2) water quality standards can be met;
 - 3) there will be no adverse impacts on fish habitat or seasonal fish runs.
6. Realignment or improvement of the authorized federal navigation channel is neither allowed nor prohibited by this plan. Instead, such activities will be considered through existing procedures.
7. Maintenance, reconstruction and/or replacement and widening of the bridge and transportation corridor is allowed. However, in the preparation of the Estuary Plan, it was not anticipated that such improvements would involve substantial loss of aquatic habitat. In the event substantial losses may occur with such improvements, Level V mitigation may be required since the plan would be otherwise out of balance.
8. EPA authorized in-water dredged material disposal sites are allowable in this management unit consistent with meeting all designation criteria.
9. Log rafting consistent with the Log Rafting policy is allowed in this management unit.