

**DRAFT ENVIRONMENTAL IMPACT STATEMENT
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM**

MAY 2010

SR 520 Pontoon Construction Project

Land Use Technical Memorandum



THE INFORMATION IN THIS REPORT IS ACCURATE; HOWEVER, THE PONTOON CONSTRUCTION PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT IS THE SOURCE OF THE MOST CURRENT PROJECT INFORMATION AND ANALYSIS.

SR 520 Pontoon Construction Project Draft Environmental Impact Statement

Land Use Technical Memorandum

Prepared for

**Washington State Department of Transportation
Federal Highway Administration**

Lead Author

CH2M HILL

Consultant Team

**HDR Engineering, Inc.
Parametrix, Inc.
CH2M HILL
Parsons Brinckerhoff
ICF Jones & Stokes
Michael Minor and Associates
Cherry Creek Environmental
J. Irwin Writing/Editing**

May 2010

Contents

Contents	iii
Abbreviations and Acronyms	v
1. Introduction	1
Why is land use considered in an EIS?	1
What are the key points of this technical memorandum?.....	1
What are the project alternatives?	3
2. Affected Environment	8
How did WSDOT collect the information on land use?.....	8
What are the existing land uses in the study area?	8
What state-owned aquatic lands are in the study area?	10
What are the planned land uses and zoning in the study area?	13
What are the development trends in the study area?	15
3. Potential Effects of the Project	15
How did WSDOT evaluate the potential project effects on land use?	15
How would construction of the casting basin affect land use?	15
How would pontoon-building operations affect land use?.....	17
How would the project affect land use in the long term?.....	18
How would the project affect state-owned aquatic lands?	19
How would the alternatives compare in their effects on land use?	19
Is the project consistent with land use plans and development regulations?	20
4. Mitigation	29
What measures would WSDOT proposed to reduce negative effects on land use?....	29
How could the project compensate for unavoidable negative project effects?	29
5. References	30
GIS References.....	31

Attachments

- A Applicable Policies and Regulations
- B Grays Harbor Estuary Management Plan: Allowable Activities and Standard Use Table

Exhibits

- 1 Locations and Conceptual Layouts for Project Alternative Sites
- 2 Existing Land Use Anderson & Middleton Site
- 3 Existing Land Use Aberdeen Log Yard Site
- 4 Grays Harbor Proposed Pontoon Moorage Location
- 5 Existing Zoning in the Grays Harbor and Tacoma Areas

Abbreviations and Acronyms

CTC	Concrete Technology Corporation, Inc.
dBA	decibel
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
RCW	Revised Code of Washington
SMA	Shoreline Management Act
SMP	Shoreline Master Program
SWS	shoreline works and structures
WAC	Washington Administrative Code
WDNR	Washington Department of Natural Resources
WSDOT	Washington State Department of Transportation

1. Introduction

Why is land use considered in an EIS?

Land use is considered in an environmental impact statement (EIS) to identify and describe potential land use impacts (i.e. changes in how land is used), any potential conflicts with land use plans and development regulations, and any potential mitigation measures for addressing those impacts and potential conflicts.

This analysis considers property acquisitions and proposed changes to land use at each proposed site and the noise and visual disturbance that adjacent land uses could experience during project construction and operation. This information was used to determine whether those effects would result in changes in the adjacent property owners' ability to use their land for an existing or allowed land use. Effects on recreation, critical areas, and aquatic uses are analyzed within the Social Elements and Navigable Waterways technical memoranda and the Ecosystems Discipline Report (WSDOT 2009a, b, c).

This analysis also helps to determine which plan provisions and development regulations apply to the project and whether the project is consistent with those plan provisions and development regulations. The primary plans and development regulations applicable to this project are contained in the local comprehensive plans, zoning ordinances, shoreline master programs (SMPs), and the critical area ordinances, as well as the Grays Harbor Estuary Management Plan.

What are the key points of this technical memorandum?

The Washington State Department of Transportation (WSDOT) proposes building a casting basin facility at one of two build alternative sites in the Grays Harbor area to manufacture large, concrete, floating bridge pontoons. These pontoons would be built to replace the floating portion of the Evergreen Point Bridge in the event of a catastrophic failure or to support the planned replacement of the bridge. If the contractor chooses, the existing Concrete Technology Corporation, Inc. (CTC) casting basin facility in Tacoma could be used primarily to build smaller pontoons while the Grays Harbor casting basin is being constructed. The completed pontoons would be moored at an approved location in Grays Harbor and in Puget Sound until needed.

Existing Conditions

The Anderson & Middleton Alternative site is currently unused except for an existing small office building on the northern edge of the property, some gravel roads, and an asphalt pad. The developed portions remain from its former use as a log-sorting yard. The Aberdeen Log Yard Alternative site is currently owned and used for log storage by Weyerhaeuser Corporation. The site contains a system of unpaved access trails connecting to East Terminal

Road to the west and State Street to the northeast. Both proposed sites are zoned for industrial development.

Effects

The project would acquire either 95 acres of the 105-acre Anderson & Middleton property and develop approximately 55 acres of the site, or the project would acquire and develop the entire 51-acre Aberdeen Log Yard site property. Constructing a casting basin and building pontoons would be a more intense industrial use than what currently exists on either site, although these activities would be consistent with the zoning and existing and planned land use designations for each site. During casting basin construction, adjacent land uses would experience temporary and minor disturbances. Construction equipment at either site would likely be heard and seen by nearby residents of the Anderson & Middleton site and, to a lesser degree, near the Aberdeen Log Yard site since that site is buffered by light industrial uses along Port Industrial Road. The anticipated noise and visual effects are not expected to cause any change in the surrounding existing and planned land uses.

Consistency with Land Use Plans and Implementing Regulations

Both build alternative sites are currently zoned for industrial development. Developing the casting basin facility would be compatible with applicable policies of local comprehensive plans, zoning ordinances, SMPs, and critical area ordinances, and the Grays Harbor Estuary Management Plan. The cities of Aberdeen and Hoquiam and the Grays Harbor Council of Governments have all passed resolutions supporting the project.

The build alternatives would not conflict with the land use of the surrounding industrial properties. The Port of Grays Harbor Industrial Properties 1996 Master Plan (Port of Grays Harbor 1996), however, does encourage the Port to purchase the Aberdeen Log Yard property for expanding its industrial operations. The Port has not purchased this property to date, and the project's purchase of the property could require the Port to consider other property for future expansion. The specific land use policies and regulations, and a discussion about whether this project is consistent with them, are presented in the "*Consistency with Land Use Plans and Implementing Regulations*" section.

Mitigation

WSDOT would address shoreline and critical area effects to satisfy the requirements of local regulations and to comply with its policies to the maximum extent practicable through the permitting process. Acquiring property (the project site) would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and relocation resources would be available to all relocatees without discrimination.

What are the project alternatives?

The Pontoon Construction Project Draft EIS evaluates two build alternatives that would involve constructing a new casting basin in Grays Harbor and one No Build Alternative. Two waterfront sites in the Grays Harbor area are being evaluated for the new casting basin facility:

- Anderson & Middleton property in Hoquiam
- Aberdeen Log Yard property in Aberdeen

The new Grays Harbor casting basin facility could produce all 33 pontoons needed for this project: 21 longitudinal pontoons (360 feet long by 75 feet wide), 10 supplemental stability pontoons (98 feet long by 60 feet wide), and 2 cross pontoons (240 feet long by 75 feet wide). To expedite pontoon construction, however, each build alternative could include using the existing CTC casting basin facility in Tacoma to build pontoons while the new casting basin facility at Grays Harbor is being constructed. If used, the CTC facility, which has a limited operations area, could build up to three longitudinal pontoons and up to ten supplemental stability pontoons.

What is a casting basin facility?

Pontoons for this project would be built at a casting basin facility. The facility would consist of a casting basin (a large chamber in which pontoons are constructed, see the next text box for a more thorough description) and several supporting facilities, such as a batch plant to produce concrete, access roads, storage and laydown areas, office space for workers, and water treatment facilities.

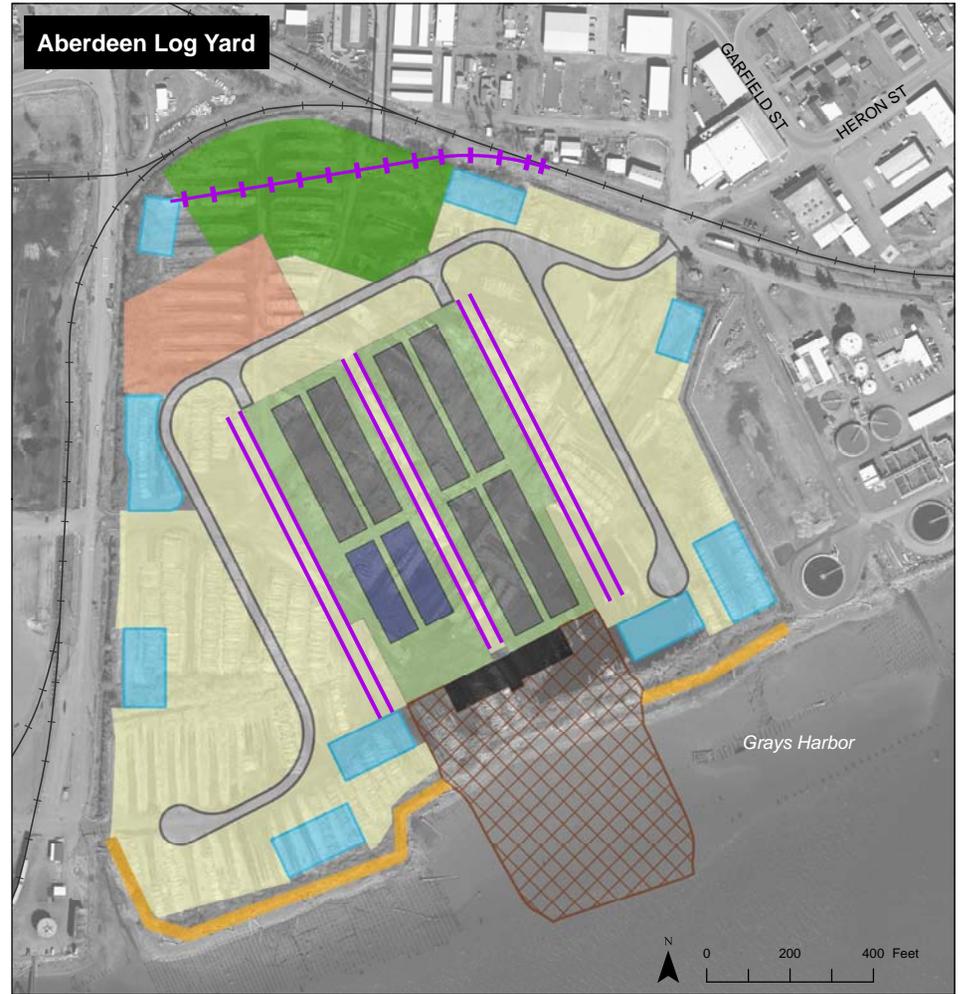
WSDOT would float most of the completed pontoons built at the new casting basin facility out of the casting basin and tow them to a moorage location in the Grays Harbor area. The last pontoons built would be stored in the casting basin until needed. Any pontoons constructed at the CTC facility would be moored at existing marine berths in Puget Sound. After the project is completed, the new casting basin would be available to produce additional pontoons needed for the planned Evergreen Point Bridge replacement, a component of the I-5 to Medina: Bridge Replacement and High-Occupancy Vehicle Project. Pontoons for other WSDOT bridge replacement projects in the future could also be produced at this facility.

Each alternative is described below. For more details, see the Description of Alternatives and Construction Techniques Discipline Report (WSDOT 2009d), included as Appendix B to the Draft EIS.

Site Descriptions

Anderson & Middleton Alternative

The 105-acre Anderson & Middleton Alternative site is on the north shore of Grays Harbor in Hoquiam, Washington (Exhibit 1). This generally flat property is privately owned and is zoned for industrial use. The site is surrounded by industrial maintenance shop buildings to the west, railroad tracks to the north, and vacant industrial property to the east; a rock berm borders the shoreline. The Anderson & Middleton site has no structures on it except for an existing small office building on the northern edge of the property. The site also has some gravel roads and an asphalt pad remaining from its former use as a log sorting yard. WSDOT



- Crane rail
- Proposed rail spur
- Existing railroad
- CTC facility limits
- Cross pontoon
- Longitudinal pontoon
- Water treatment area
- Access road
- Batch plant
- Berm
- Casting basin
- Dry storage and laydown area
- Gate
- Launch channel
- Office and parking

Source: WSDOT (2005, 2006) Aerial Photo, USDA-FSA (2006) Aerial Photo, Grays Harbor County (2006) GIS Data (Roads), Horizontal datum for all layers is State Plane Washington South NAD 83; vertical datum for layers is NAVD88.

Exhibit 1. Locations and Conceptual Layouts for Build Alternative Sites

Pontoon Construction Project



would purchase 95 acres of this site for the project, and the casting basin and support facilities would occupy the eastern half of the site, amounting to approximately 55 acres.

Historically this site has been used for lumber industry activities. In the early twentieth century there was a sawmill and other related facilities, such as machine shops and burners, west of what was then an extension of 8th Street. Over the next several decades, fill from harbor dredging and refuse accumulation increased the land area of the site. By the late 1960s, the former mill structures were all gone. Since then, the site has been used for timber storage.

Aberdeen Log Yard Alternative

The 51-acre Aberdeen Log Yard Alternative site lies on the north shore of Grays Harbor in Aberdeen, Washington, near the mouth of the Chehalis River (Exhibit 1). This generally flat site is zoned Industrial and is currently owned and used for log storage by Weyerhaeuser Corporation. There are no structures on the site now but there is a system of unpaved access roads connecting to East Terminal Road to the west and State Street to the northeast. Immediately west of the site is paved Port of Grays Harbor industrially zoned property, the City of Aberdeen wastewater treatment plant borders the eastern boundary, and the Puget Sound & Pacific Railroad mainline and siding run along the northern boundary of the site. WSDOT would purchase all 51 acres, and the casting basin and support facilities would occupy the entire site.

Two sawmills operated on the site in the last century, but since 1971, the site has been used mostly for log storage. All former sawmill-related structures have been demolished. Between 1971 and 1981, the shoreline was extended to the south through backfilling with sediments dredged from the Chehalis River, accumulated wood waste, and other fill material.

No Build Alternative

For the Pontoon Construction Project, the No Build Alternative is continued existing conditions and uses at all proposed alternative sites. Specifically, this means that WSDOT would not construct or store any pontoons—either at a new Grays Harbor facility or at the existing Tacoma CTC facility—needed to respond to a catastrophic failure of the Evergreen Point Bridge. As a result, any environmental effects resulting from the proposed project activities would not occur.

For this Draft EIS, WSDOT assumes that, if unused by this project, the alternative site properties would continue to be used as they are today: the Aberdeen Log Yard would remain an active log yard, the Anderson & Middleton site would remain largely inactive, and the CTC site would be used as a casting basin for other projects and clients. While either Grays Harbor site could be developed for new uses should this project not occur, the use of these properties has remained unchanged since the 1990s. Potential future uses for these two properties, other than our proposed project, are speculative and therefore not considered under the No Build Alternative.

Key Components of Both Build Alternatives

Both build alternatives would carry out the proposed action by constructing a casting basin in the Grays Harbor area. Use of the existing CTC facility in Tacoma to produce pontoons while the new casting basin is constructed could also occur.

Potential Use of the Existing CTC Casting Basin Facility

The existing CTC facility is adjacent to the Blair Waterway on the eastern edge of Commencement Bay in Tacoma (Exhibit 1). This casting basin is too small to accommodate the timely construction of the pontoons required for the Pontoon Construction Project, but WSDOT could use this facility to supplement pontoon construction at the larger casting basin proposed in the Grays Harbor area. The pontoons manufactured at the CTC facility would most likely be the smaller supplemental stability pontoons.

WSDOT would moor the pontoons built at the CTC facility at existing marine berths in Puget Sound, subject to availability.

What is a casting basin?

A casting basin is a construction facility built next to a navigable waterway that consists of a concrete slab built deep below ground level and surrounded by high concrete walls. The interior area of the casting basin provides a flat dry space where several pontoons can be constructed side by side at the same time. After the pontoons are completed, the basin is flooded. The basin walls contain the flood water, allowing the pontoons to float. When the pontoons are floating, a gate is opened and the pontoons are towed from the casting basin into navigable waters.

Proposed Grays Harbor Casting Basin

The design of the proposed Grays Harbor casting basin would be basically the same at both build alternative sites, with variations depending on site-specific features. (See the Description of Alternatives and Construction Techniques Discipline Report [WSDOT 2009d] for information on the casting basin conceptual design.) The casting basin would be positioned a few hundred feet from the shoreline and partitioned into two separate work areas—called chambers—connected to the water by a single launch channel. The launch channel would consist of an onshore portion excavated between the casting basin and shoreline, a breach in the shoreline berm, and a dredged channel extending offshore to the federal navigation channel in Grays Harbor.

Up to four concrete pontoons could be cast and cured in each of the two chambers of the partitioned casting basin, allowing pontoon construction to be phased for efficiency. That is, while the second chamber is under construction, pontoon construction could be initiated in the first partitioned chamber as soon it was completed. Two reinforced floating concrete gates leading to each chamber would allow each to be independently flooded and drained, as well as control access to the launch channel.

Constructing a casting basin facility at either Grays Harbor build alternative site would require heavy construction activities to transform the vacant land into an industrial facility. Such activities include, but would not be limited to, the following:

- Grading (leveling) the site and excavating the casting basin
- Pile-driving to install support piles for the casting basin floor

- Paving onsite access roads
- Making multiple truck trips for hauling materials to and from the site
- Dewatering the soils during casting basin construction

All stormwater, process water, and groundwater collected onsite would be handled and treated in accordance with state water quality requirements and discharged to Grays Harbor. Project engineers are designing a water supply, distribution, and treatment system for each site to meet state standards.

Dewatering

WSDOT would install two different dewatering systems to remove groundwater from the casting basin work area at either build alternative site. Before and during casting basin construction, a temporary construction dewatering system would operate at the site. During pontoon-building operations and after the Pontoon Construction Project is completed (but while the site is still maintained by WSDOT), a permanent operation dewatering system would operate.

Operational Support Facilities

To support the use of the casting basin, each build alternative would include onsite operational support facilities such as an access road, a concrete batch plant, large laydown areas, water handling and treatment areas, office space, a rail spur, and a designated parking area for workers.

Pontoon Towing and Moorage

If WSDOT uses the existing CTC facility in Tacoma, it would moor the pontoons built there at existing marine berths in Puget Sound. Using these berths would be subject to availability, but there are several locations in the Puget Sound region that could accommodate this project's needs. The first two cycles of eight pontoons manufactured at the new Grays Harbor casting basin facility would be towed from the casting basin and moored in the Grays Harbor area outside of navigation channels. The last construction cycle of pontoons could be stored in the dry casting basin behind the closed gate.

For the pontoons to be moored in the Grays Harbor area, there are several existing berths that WSDOT could lease for pontoon moorage, if available when needed. In addition, WSDOT has identified another potential moorage location—open water moorage in Grays Harbor. Please see the Description of Alternatives and Construction Techniques Discipline Report (WSDOT 2009d) for more information on these potential moorage locations.

The constructed pontoons would be stored together until they are needed to replace the Evergreen Point Bridge in the event of a catastrophic failure, and they would be identified with navigation lighting in compliance with U.S. Coast Guard requirements.

Construction Schedule

If WSDOT uses the existing CTC facility, pontoon construction would take 2 years there to complete. WSDOT would start site development for the new Grays Harbor casting basin facility about the same time pontoon construction begins at the CTC facility. For the Grays Harbor facility, casting basin construction would take 2 years, as would pontoon construction. In total, overall pontoon project construction would span 4 years.

WSDOT anticipates that it would take approximately 6 to 9 months to complete a pontoon construction cycle at either the existing Tacoma facility or at the new Grays Harbor facility. The new Grays Harbor facility could produce eight pontoons during one cycle; as a result, two and a half pontoon construction cycles would be required to produce 20 pontoons. At the existing CTC facility, five supplemental stability pontoons could be constructed during each pontoon construction cycle, and one longitudinal pontoon could be constructed during a cycle. As a result, three construction cycles would be needed to produce ten supplemental stability pontoons and one longitudinal pontoon.

2. Affected Environment

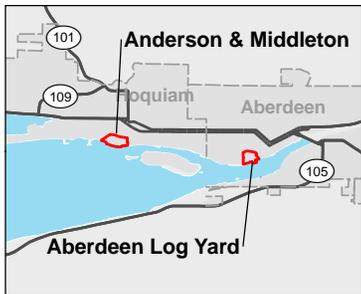
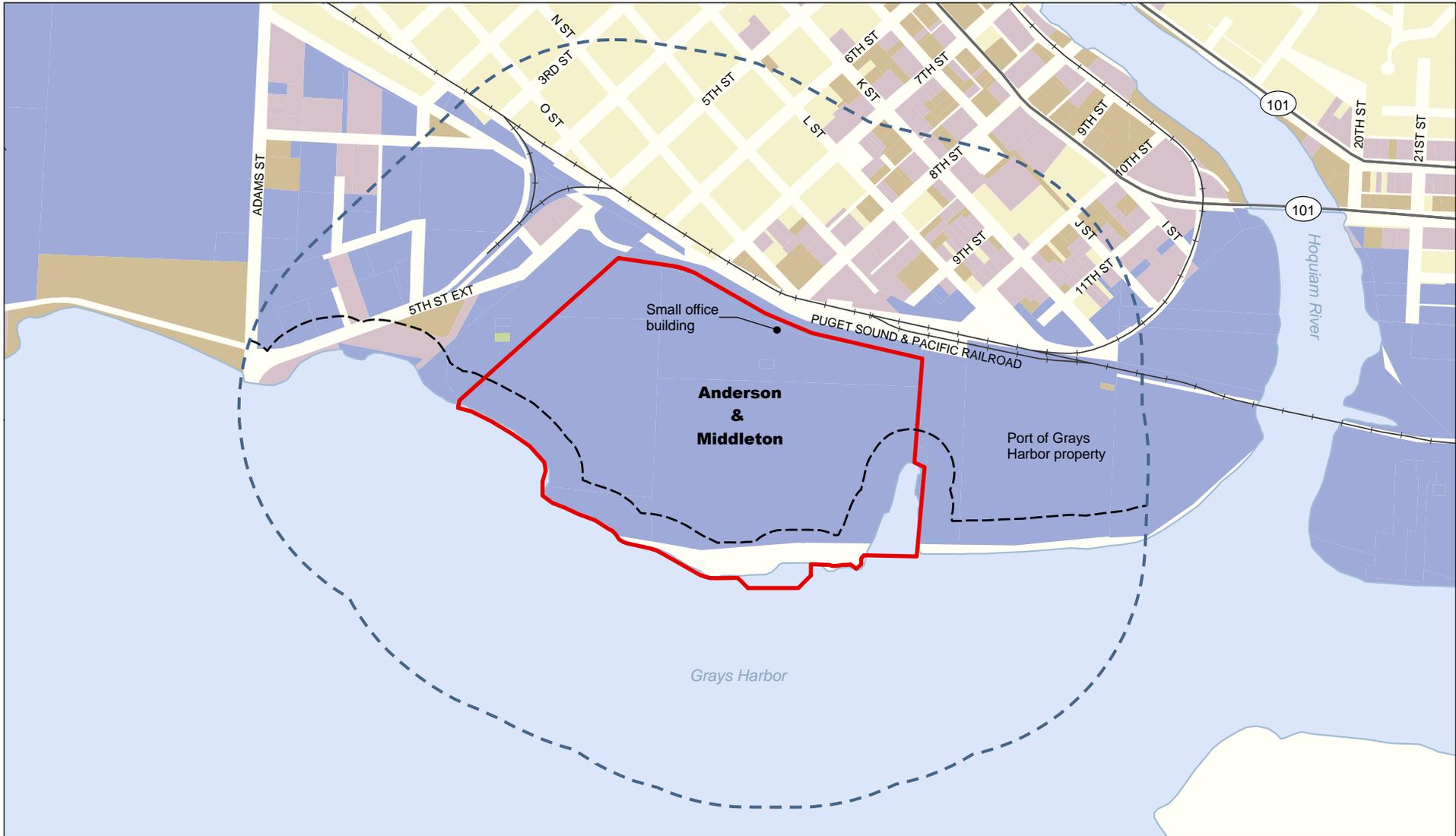
How did WSDOT collect the information on land use?

The existing land uses on the project sites and surrounding properties were visually verified during a site visit. Information about planned land uses, zoning, the shoreline environment and critical areas came from Hoquiam's and Aberdeen's comprehensive plans, zoning ordinances, critical areas ordinances, and SMPs; the Grays Harbor Estuary Management Plan was also reviewed. Development trends were determined based on information contained in the cities comprehensive plans and websites.

What are the existing land uses in the study area?

Anderson & Middleton Alternative

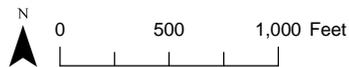
The Anderson & Middleton Alternative site is currently unused except for an existing small office building on the northern edge of the property, some gravel roads, and an asphalt pad (Exhibit 2). The developed portions remain from its former use as a log-sorting yard. Surrounding land uses include manufacturing and commercial facilities along the shoreline, and those facilities consist primarily of abandoned, paved tracts formerly used for manufacturing and shipping. To the north, there are vehicles and materials associated with the Puget Sound & Pacific Railroad tracks. Manufacturing buildings along the western edge of the study area are small- to medium-footprint, one- to four-story box structures surrounded by paved surfaces. The complexes also include small sheds and trailers, lighting, and overhead utilities. Most of the properties are privately owned and fenced.



Land Use

- Commercial
- Community facilities
- Housing
- Industry/manufacturing
- Other
- Vacant/undeveloped

- 200-Foot shoreline boundary
- Railroad
- Study area
- Build Alternative Site



Source: Grays Harbor County (2007) GIS Data (Parcel) and Grays Harbor County (2006) GIS Data (Road and Waterbody). Horizontal datum for all layers is State Plane Washington South NAD 83; vertical datum for layers is NAVD88.

Exhibit 2. Existing Land Use at the Anderson & Middleton Site

Pontoon Construction Project



Beyond the railroad tracks to the north, land uses are a mix of trade and commercial services and residential, cultural, social, and recreational uses. Hoquiam City Hall, the U.S. Post Office, a community church, and several small businesses along 8th Street contribute to the character of an established community. There is a residential area between 5th Street in Hoquiam on the east and Emerson Avenue on the north. The residences are a combination of single-family homes and multifamily complexes with yards. The single-family homes are small-sized, one- and two-story buildings of various styles and materials, and the multifamily residences are typically medium-sized, two-story complexes.

Aberdeen Log Yard Alternative

The Aberdeen Log Yard Alternative site is currently owned and used for log storage by Weyerhaeuser Corporation (Exhibit 3). Immediately west of the site is the Port of Grays Harbor's Terminal 4 industrial property, and the City of Aberdeen wastewater treatment plant borders the site to the east. The site is further bordered by a row of light industrial uses (small machine shops, heavy equipment sales and servicing, and outdoor storage) along Port Industrial Road on the north side of the property. This area also contains five legal, nonconforming residences.

The surrounding land use is defined by the existing and industrial manufacturing facilities and storage lots established along the shoreline. Manufacturing buildings are large-footprint, one- to four-story box structures surrounded by surfaces paved for truck traffic or leveled for stockpiling materials such as logs. The industrial complexes also include small sheds and trailers, industrial high-intensity lighting, overhead utilities, and tall smokestacks and cranes; most of the properties are fenced. The railroad tracks and the tall hedgerow along the tracks physically and visually separate the site from the town.

What state-owned aquatic lands are in the study area?

The Washington State Department of Natural Resources (WDNR) is steward to approximately 2.6 million acres of state-owned aquatic lands. Aquatic, or submerged, lands include both marine waters and fresh water, and there are three types:

- **Bedlands** are lands submerged at all times, and include navigable salt and fresh waters of the state.
- **Tidelands** are submerged lands with beaches that are exposed and submerged with the movement of the tides.
- **Shorelands** are submerged lands lying along the edge of a river or lake.

There are state-owned aquatic lands in the study area for both build alternatives, and the potential moorage location in Grays Harbor would be on aquatic lands (Exhibit 4). In harbor areas, tideland and shoreland parcel boundaries often extend from land to the outer harbor line. The specific aquatic land parcels that this project would use have not yet been determined, but some aquatic land use would be necessary for portions of the casting basin



- Land Use**
- Commercial
 - Community facilities
 - Housing
 - Industry/manufacturing
 - Other
 - Vacant/undeveloped
 - Railroad
 - Study area
 - Build Alternative Site

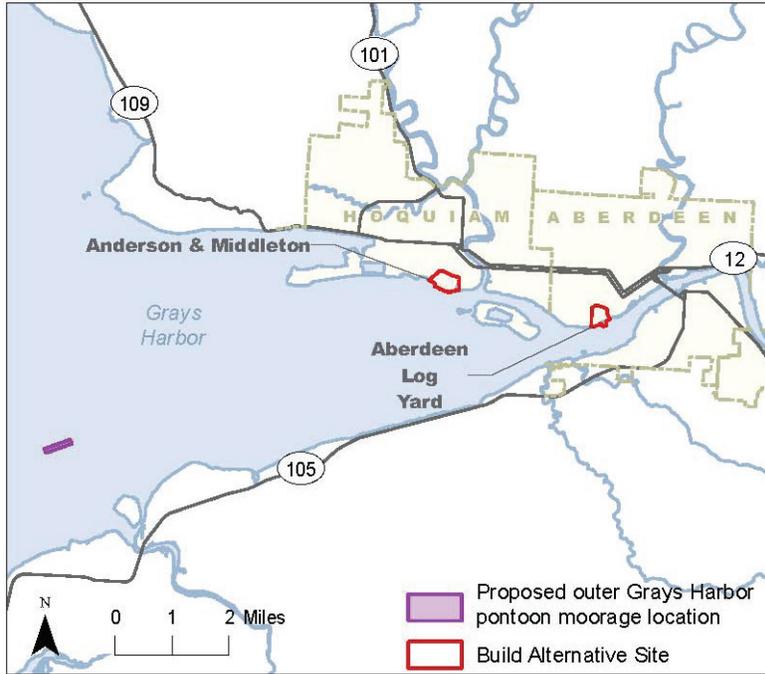
Source: Source: Grays Harbor County (2007) GIS Data (Parcel) Grays Harbor County (2006) GIS Data (Waterbody and Road). Horizontal datum for all layers is State Plane Washington South NAD 83; vertical datum for layers is NAVD88.

Exhibit 3. Existing Land Use at the Aberdeen Log Yard Site

Pontoon Construction Project



EXHIBIT 4
 Grays Harbor Proposed Pontoon Moorage Location



facility, such as the launch channel, and for pontoon moorage. Additionally, a portion of both alternative sites’ upland shoreline area is actually state-owned aquatic lands that have been previously filled.

Washington’s state constitution created a Harbor Line Commission that is responsible for establishing harbor areas within 1 mile of cities. A harbor area is bound by an inner and outer harbor line, and the inner harbor line is typically established near the line of high tide, and the outer harbor line is usually established 50 to 2,000 feet further offshore. The harbor area formed by these two lines is an area running roughly parallel to the shoreline. The harbor areas are managed by WDNR and the use of harbor areas is restricted by the state constitution to “conveniences of navigation and commerce.” The state constitution also directs WDNR not to “give, sell or lease to any private person, corporation, or association any rights” beyond the outer harbor line.

Both Hoquiam and Aberdeen have established harbor areas that extend along the shoreline of both alternative sites, extending approximately 200 to 300 feet offshore.

Comprehensive Land Use Plans

The comprehensive land use plans of Hoquiam and Aberdeen provide a guide for the future development of their respective communities over a 20-year period. These plans are a framework of official policies agreed upon by citizens, government, business, and industry to coordinate public and private investment within the community.

These plans also provide the foundation for the Cities’ development regulations pertaining to zoning, subdivision of land, critical areas protection, and other city ordinances.

What are the planned land uses and zoning in the study area?

The City of Hoquiam (2008a) and City of Aberdeen (2001) both have comprehensive plans that identify where and how growth needs will be met. These plans provide the foundation for land use and zoning designations within each jurisdiction.

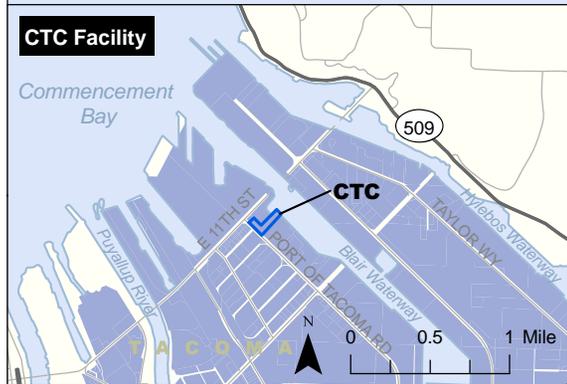
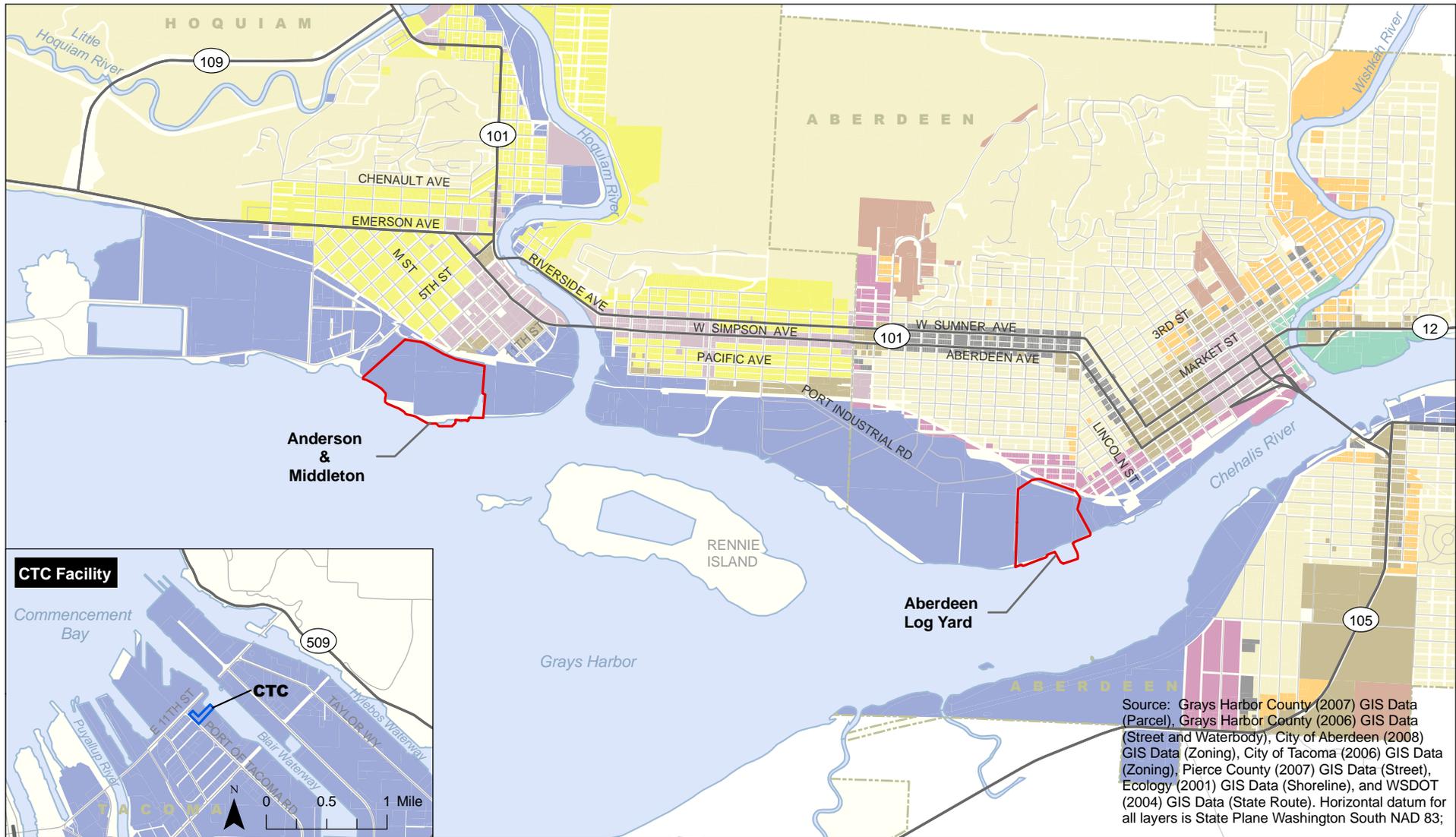
Land Use

Exhibits 2 and 3 show the current land use designations in the Grays Harbor study area. Both Hoquiam and Aberdeen have grouped their industrial uses along the Port of Grays Harbor to improve the flow of shipping and employment traffic and to allow companies to share facilities and services; this strategy also helps to reduce land use conflicts with less-intensive uses. The planned distribution of future land uses on and near the proposed sites reflects continued industrial and port developments.

Land use in the study area is regulated through several local land use plans and development regulations for implementing local plans. The project team determined the project's consistency with the Cities of Hoquiam and Aberdeen's comprehensive plans, critical area ordinances, and SMPs, as well as Grays Harbor County's Shoreline Management Master Program and the Grays Harbor Estuary Management Plan, by evaluating the project alternatives and by assessing whether constructing a casting basin and pontoon-building operations support the type of growth as outlined in the above-mentioned comprehensive plans and SMPs. These policies support industrial development along Grays Harbor and reflect the cities' intention to ensure a diverse manufacturing and manufacturing-related base. The project's consistency with each city's planning policies is discussed later in the *Consistency with Land Use Plans and Implementing Regulations* section.

Zoning

Exhibit 5 shows zoning near and on the project sites. Lands along Grays Harbor are zoned Industrial, and this includes the project build alternative sites. According to the Hoquiam City Code (Title 10 Land Development), the type of development allowed includes industrial uses and small businesses engaged in designing, developing, manufacturing, fabricating, testing, servicing, or assembling manufactured products. According to the Aberdeen Municipal Code (Title 17 Zoning), the Industrial district provides for intensive industrial uses in appropriate locations. Under Aberdeen's code, industrial or manufacturing activities are allowed subject to the applicable provisions of the title and by obtaining a conditional use permit as provided in Chapter 17.68. The activity might be allowable depending on the specific proposal, but is not assumed to be allowable. Determining whether or not such a proposal is allowable depends on meeting the condition criteria set forth by the City of Aberdeen.



Source: Grays Harbor County (2007) GIS Data (Parcel), Grays Harbor County (2006) GIS Data (Street and Waterbody), City of Aberdeen (2008) GIS Data (Zoning), City of Tacoma (2006) GIS Data (Zoning), Pierce County (2007) GIS Data (Street), Ecology (2001) GIS Data (Shoreline), and WSDOT (2004) GIS Data (State Route). Horizontal datum for all layers is State Plane Washington South NAD 83;



Zoning

- | | |
|------------------------|-----------------------------|
| Downtown commercial | Light industrial |
| Commercial/residential | Major institutional |
| General commercial | Multiple-family residential |
| General residential | Single-family residential |
| Industrial | Water development |

- Build Alternative Site
- CTC facility limits
- City limits

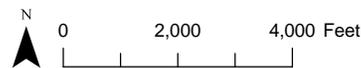


Exhibit 5. Existing Zoning in the Grays Harbor and Tacoma Areas

Pontoon Construction Project



What are the development trends in the study area?

The major factors that influence the development trends in the study area are its location along Grays Harbor and the economy. There are four marine terminals in the study area that are owned and operated by the Port of Grays Harbor; terminal development continues with the Westway Terminals tank project and AGP expansion at Terminal 2 and the Willis Enterprises addition at Terminal 3 in Hoquiam.

The recent economic downturn and contracting housing market have slowed housing development and the demand for construction lumber and other wood products in the study area. One of the repercussions is that Weyerhaeuser announced (January 2009) that they would close the Aberdeen Sawmill and Pacific Veneer Plant. The Hometown Hoquiam Phase 2 Economic Development Strategic Action Plan (City of Hoquiam 2008b) promotes a phased approach to downtown revitalization, with initial investment and redevelopment concentrated on Simpson Avenue (US 101), along 7th Street, and connecting out to the Hoquiam River. Future redevelopment will focus more on 8th Street, taking advantage of the street width, the city-owned properties, and the development potential of the Anderson & Middleton property located at the end of 8th Street adjacent to the harbor.

3. Potential Effects of the Project

How did WSDOT evaluate the potential project effects on land use?

The analyst considered the potential direct effects of acquiring and developing each proposed build alternative site for industrial use and the potential indirect effects on nearby land uses during construction and operation at each site due to noise and visual disturbances. This information was used to determine whether there would be any changes in land use or in the ability of nearby property owners to use their property for its existing use or any other allowed use.

How would construction of the casting basin affect land use?

Both build alternative sites are zoned for industrial land uses and have current land uses designated as Industry/Manufacturing; however, this project would introduce heavy industrial uses to both sites, which currently do not occur. Constructing the casting basin would modify the existing land use at the Anderson & Middleton site from largely unused land—except for an office building—to a heavy industrial use (an active casting basin facility). The existing land use at the Aberdeen Log Yard would change from log-storage operations to a heavy industrial use (an active casting basin facility). Due to its existing active use and the light

industrial buffer, land use effects might be slightly less at Aberdeen Log Yard during casting basin construction. Following are discussions for each alternative.

CTC Facility

The CTC facility is an operating industrial facility located in a large industrial park. There would be no construction effects on land use in the CTC site study area because the facility is already fully operational.

Anderson & Middleton Alternative

The project would acquire 95 acres of the Anderson & Middleton property, and 55 of these acres on the eastern portion of the property would be developed into a casting basin and support facilities for pontoon construction. This development would modify the site's land use into a high-intensity industrial use; the land use designation of Industry/Manufacturing would not change.

During project construction, the adjacent land uses would experience temporary disturbances. Construction equipment at the site would likely be heard and seen by nearby land uses. Noise levels for the most sensitive land use (residential) just north of the site could increase by up to 24 decibels (dBA). The increase would result because the residences near the site have little shielding from construction and the existing noise levels in the area are low. With the increase, noise levels are predicted to range from 57 to 66 dBA (see the Noise Technical Memorandum [WSDOT 2009e] for more details).

Residential land uses along K Street could experience some minor changes in visual quality because a small portion of the site would be visible to them. Land uses in this area would not likely be sensitive to the changes, provided the screening trees and hedgerows remained in place. The project would not result in any changes in land use or in nearby property owners' ability to use their property for its existing use or any other allowed land use.

Aberdeen Log Yard Alternative

The project would acquire and use the entire 51-acre Aberdeen Log Yard site; this would displace the current timber storage use. The property's land use would remain Industry/Manufacturing, but the intensity of the land use would increase from a log-storage operation to an active industrial facility (the casting basin facility).

During construction, the adjacent land uses would experience temporary disturbances. Noise from general construction at this site would be shielded from the most sensitive land uses (residential) by existing commercial and industrial building. Noise levels for these land uses could increase by up to 5 dBA.

Visual effects to adjacent land uses would not be likely because this is an existing industrial and manufacturing area. There are adjacent residential land uses to the proposed project site but none with direct views to this area. The project would not result in any changes in land

use or in the ability of nearby property owners to use their property for its existing use or any other allowed land use.

No Build Alternative

Under the No Build Alternative the current land uses and planned land use designations and zoning would likely remain the same; therefore, there would be no effects on land use.

How would pontoon-building operations affect land use?

The pontoon construction facility would operate for approximately 2 years. WSDOT anticipates that it would take 6 to 9 months to complete an eight-pontoon construction cycle and up to 15 months to complete the two cycles of pontoons required to meet the project purpose and need. During pontoon construction at the casting basin facility, existing businesses would cater to the pontoon construction workers in the study area; however, any increase would likely be small and short-term in duration. WSDOT does not expect facility operations would result in changes to adjacent land uses; see the following discussions for details.

CTC Facility

WSDOT's proposed use of the CTC facility to build pontoons would continue its current industrial use; therefore, project operation would not affect land use at this site. Designated land uses for adjacent and nearby properties would be compatible with the proposed project.

Anderson & Middleton Alternative

Pontoon-building operations at the project site would likely be heard and seen by nearby land uses. Noise levels for the most sensitive land uses (residential) just north of the site could increase by up to 22 dBA. For most receivers near the site, operational noise levels would remain below the Washington Administrative Code (WAC) regulations. Operational noise levels at several residences located near the site, however, would likely equal or exceed the WAC noise regulation levels during peak operational hours. This increase would be due to the fact that the residences near the site have little shielding from construction and the existing noise levels in the area are low. Noise levels are predicted to range from 40 to 64 dBA (see the Noise Technical Memorandum [WSDOT 2009e] for details).

Residential land uses along K Street could experience some minor changes in visual quality because a small portion of the site would be visible to them. The stacks of the batch plant could be 40 to 60 feet tall, possibly making those structures noticeable along certain streets. Land uses in this area would not likely be sensitive to the changes, provided the screening trees and hedgerows remained in place.

Pontoon-building operations would not result in any changes in land use or in nearby property owners' ability to use their property for its existing use or any other allowed land use.

Aberdeen Log Yard Site

Pontoon construction at the project site could be heard and seen by nearby land uses. Noise levels for the most sensitive land uses (residential) could increase by up to 5 dBA. Many of the noise-sensitive properties are somewhat shielded from the site by existing commercial and industrial structures, so operational noise levels at those properties would likely be within the WAC criteria. Noise levels are predicted to range from 46 to 59 dBA (see the Noise Technical Memorandum [WSDOT 2009e] for details). Visual effects to adjacent land uses would be unlikely because this is an existing industrial and manufacturing area; there are no adjacent residential land uses with direct views to this area. Pontoon construction would not result in any changes in land use or in the ability of nearby property owners to use their property for its existing use or any other allowed land use.

What are harbor areas?

Harbor areas are established by the WDNR Harbor Line Commission and include the areas between the inner and outer harbor lines in the navigable waters in front of cities. Harbor areas were created to support commerce and navigation under Washington State's Constitution, and they are managed by WDNR. Water-dependent uses—those that cannot logically exist in any other location but on water—have the highest priority for leasing harbor areas.

The Anderson & Middleton Alternative is located within the Hoquiam Harbor Area and the Aberdeen Log Yard site is located within the Aberdeen Harbor Area.

No Build Alternative

Under the No Build Alternative the current land uses and planned land use designations and zoning would likely remain the same; therefore, there would be no effects on land use.

How would the project affect land use in the long term?

CTC Facility

At the existing CTC facility, there would be no long-term effects on land use because the facility is in an industrial location with no incompatible existing or planned land uses nearby.

Grays Harbor Build Alternatives

WSDOT's current intent is to retain the selected Grays Harbor project site for future use. Although production would end after the pontoons were built for this project, WSDOT could resume pontoon construction if pontoons are needed for another floating bridge in the state. As a result, the facility would likely not be demolished or reclaimed after this project. There would be no effect to land use in the long term because this project would be consistent with the general planning goals of the municipality in which it would be zoned. The project would not result in any changes in land use or in nearby property owners' ability to use their property for its existing use or any other allowed land use.

No Build Alternative

Under the No Build Alternative, the current land uses, planned land use designations, and zoning would likely remain the same. Both Grays Harbor build alternative sites would

continue to be available for industrial uses in the future. There would, therefore, be no effects on land use.

How would the project affect state-owned aquatic lands?

Both build alternatives would use state-owned aquatic lands, and these lands would primarily be used to construct and operate the launch channel. In addition, portions of the upland shoreline of both alternative sites are previously filled state-owned aquatic lands. These areas would remain upland and be used as part of the casting basin facility. To use these lands, WSDOT would apply for an aquatic lands lease from WDNR. The activities associated with the casting basin facility and launch channel are considered a “convenience of navigation and commerce” and are, therefore, allowed within the harbor area by the state constitution.

The area that would be needed for launch channel construction and operation extends through the harbor area. At both build alternative sites, the primary navigation channel is approximately 50 to 100 feet beyond the outer harbor line.

For this project, the dredged area of the launch channel would need to be extended beyond the outer harbor line to connect it to the navigation channel. This extension might violate the state constitution’s prohibition on granting leases beyond the outer harbor line; therefore WSDOT might need to submit a request to the Harbor Line Commission, coordinated through WDNR, to relocate the outer harbor line approximately 50 to 100 feet further from shore.

State-owned aquatic lands would also be used for pontoon moorage. The potential moorage site being evaluated is beyond the 1-mile boundary from the nearest city and, therefore, the state constitution prohibition on leases beyond the outer harbor line would not apply. The area needed for moorage would be included in the application for an aquatic lands lease from WDNR.

What are harbor line relocations?

Commission is tasked with establishing and, as necessary, relocating harbor areas. In considering a request to relocate a harbor line, the Commission must conduct a public hearing and public comment period. Relocations should meet the following criteria:

1. Maintain or enhance the type and amount of harbor area needed to meet long-term needs of water dependent commerce; and
2. Maintain adequate space for navigation beyond the outer harbor line

(Washington Administrative Code 332-30-116)

How would the alternatives compare in their effects on land use?

The alternatives would be similar in their effects on land use in that land use would be likely be effected as a result of this project. Neither build alternative would require converting land from one use to another, nor result in the inability of surrounding property owners to use or continue to use their property for its existing or allowed use. The proposed project would introduce active industrial land uses to both sites, but this type of land use would be consistent with local land use plans. Construction effects such as noise, dust, or vibrations could temporarily be experienced at adjacent properties, especially during casting basin construction, but these are conditions that would be expected in areas zoned for

manufacturing or industrial uses, which the two build alternative sites are. Both alternatives would use state aquatic lands and require development within areas of shorelines of statewide significance, and the proposed project would obtain the necessary permits to use these specific types of lands.

Is the project consistent with land use plans and development regulations?

The build alternatives are consistent with the applicable policies of local comprehensive plans, zoning ordinances, critical area ordinances, and the Grays Harbor Estuary Management Plan, and they are generally consistent with the applicable SMPs. It is noteworthy that public access would not be provided because public access on a construction site cannot be provided without significant project interference or hazards to life or property. The build alternatives do not conflict with land use plans for property in the surrounding industrial areas, including the Port of Grays Harbor Industrial Properties 1996 Master Plan (Port of Grays Harbor 1996). This master plan, however, does encourage the Port of Grays Harbor to purchase the Aberdeen Log Yard property to expand its industrial operations, but the plan does not provide a timeline for this potential acquisition. Using the Aberdeen Log Yard property for this project could require the Port of Grays Harbor to consider other options for expansion.

The project would not result in any changes in land use or in nearby property owners' ability to use their property for its existing use or any other allowed land use. In the following sections the applicable policies within the local comprehensive plans, applicable SMPs, Grays Harbor County Shorelines Management Master Plan, and Grays Harbor Estuary Management Plan are summarized, and this project's consistency with them is discussed; full policy language is included in Attachment A.

Land Use Policies from Hoquiam and Aberdeen's Comprehensive Plans

City of Hoquiam Industrial District Development Strategies

The City of Hoquiam development strategies (Attachment A) were developed to "ensure a diverse manufacturing and manufacturing-related base for Hoquiam by designating lands appropriate for intensive industrial activities." Hoquiam believes that the greatest opportunities for industrial growth remain facing the Grays Harbor Estuary.

Consistency Discussion

The Anderson & Middleton Alternative is consistent with Hoquiam's comprehensive plan. The site is located within the City's Industrial district and has access to maritime, rail, and truck transportation systems. Using the Anderson & Middleton site would require a mix of support activities as accessory uses, such as offices, transshipment facilities, warehousing, and uses that benefit employees. Using the site would maintain the industrial uses along Earley Industrial Way. The railroad tracks provide a buffer between residential and

commercial uses. Operating performance standards would be adopted to ensure compatibility with adjacent uses.

City of Aberdeen Industrial Development Policies

The purpose Aberdeen's industrial development policies (Attachment A) is to improve shipping and traffic flow and reduce land use conflicts by grouping similar and compatible land uses.

Consistency Discussion

The Aberdeen Log Yard Alternative is consistent with Aberdeen's comprehensive plan. The site would be used for large-scale manufacturing in an appropriate location, and most of the onsite activities would occur outdoors. The Aberdeen Log Yard site is located next to similar and compatible uses in areas that limit land use conflicts, improve traffic flow and safety, and allow businesses to share public facilities and services. Using the Aberdeen Log Yard site would not generate significant nonindustrial automobile traffic, and pedestrian traffic during industrial working hours would be discouraged in industrial areas because it would be incompatible with the industrial uses.

Zoning

Lands along Grays Harbor in Hoquiam and Aberdeen are zoned Industrial; these lands include both build alternative sites.

Consistency Discussion

Both build alternatives are consistent with local zoning. The type of industrial development proposed by the project would be designed to meet the requirements of the Hoquiam City Code (Title 10 Land Development) and Aberdeen's Municipal Code (Title 17 Zoning). Because project pontoon construction would not occur in a building, the City of Aberdeen could require a conditional use permit to operate (Chapter 17.48.030). The City has said, however, that it would not require this project to obtain a conditional use permit.

Critical Areas Ordinances

The comprehensive plans for both the City of Hoquiam and Aberdeen contain policies and maps that address critical areas within the cities. Both plans describe the areas that require special consideration in land use decisions to reduce hazards and prevent adverse environmental impacts. The approximate location and extent of critical areas are displayed on various inventory maps in both comprehensive plans and in other maps available at the both cities' community development departments. These maps were intended for informational or illustrative purposes only, but this project has corroborated the information they contain through field work as part of the Navigable Waterways Technical Memorandum (WSDOT 2009b) and Ecosystems Discipline Report (WSDOT 2009c). The critical areas identified in the study area are wetlands, floodplains, fish and wildlife habitat, and shoreline habitat.

This purpose of a critical areas ordinance is to limit the development and alteration of the designated critical areas to protect their functions and values, while also allowing for reasonable use of private property. The cities' critical areas ordinances (Hoquiam's Chapter 11.06 Critical Areas Designation and Protection and Aberdeen's Municipal Code Chapter 14.0 Critical Area Protection) implement the policies of the comprehensive plans as they relate to development within critical areas. The ordinances list the activities that are exempt and allowed and do not require a permit to develop; all other activities require a permit from the jurisdiction.

Consistency Discussion

The Pontoon Construction Project would not be exempt from the critical area ordinances for either Hoquiam or Aberdeen. The project would require permits, such as a Shoreline Substantial Development permit and/or Conditional Use permit. With the appropriate permits, both build alternatives would comply with both cities' critical areas ordinances. The ecosystems and water resources analysts identified critical areas (wetlands, floodplains, fish and wildlife habitat, and shoreline habitat) in the study area. Consistent with the cities' critical areas ordinance, field work was used to delineate the wetlands and to characterize the fish and wildlife and shoreline habitats in the project vicinity. Although avoidance and minimization measures would be employed throughout the design and construction process, some impacts would likely be unavoidable and would require compensatory mitigation. The Navigable Waterways Technical Memorandum (WSDOT 2009b) and Ecosystems Discipline Report (WSDOT 2009c) discuss these critical areas in detail and analyze impacts and mitigation consistent with the cities' ordinances.

Hoquiam and Aberdeen Shoreline Master Programs

The Shoreline Management Act (SMA) of 1971 (Revised Code of Washington [RCW] 90.58) is intended to protect the public interest associated with shorelines of the state while, at the same time, recognizing and protecting private property rights consistent with the public interest. The primary implementing tool of the SMA is the adoption by local jurisdictions SMPs, which must be approved the Washington State Department of Ecology (Ecology). SMPs are, in essence, the comprehensive use plan for shorelines and the use regulations with desired goals, policies, and standards.

The SMA also defines a special category of shorelines—Shorelines of Statewide Significance—where specific priority uses are preferred. Because Shorelines of Statewide Significance are major resources from which all people of the state derive benefit, the local governments' SMPs must recognize and protect statewide interest over local interest.

Applicable Policies

The Hoquiam's and Aberdeen's SMPs contain policy statements that form the basis for their shoreline management regulations (Attachment A). The policy statements are grouped into six categories: activities, development, natural systems, amenities, environments, and administration. These six categories represent six different viewpoints and provide a

complete perspective of the shoreline issues as they relate to humans interacting with the shorelines and waterways. Not every proposed shorelines activity or use would necessarily involve policies in all six areas, but in most instances several categories would apply.

Specific policies that relate to shoreline use proposed by the Pontoon Construction Project are listed in Attachment A. The policies in the SMP are meant to be general management policies that form that basis for the shoreline management regulations. The local jurisdictions must comply with the shoreline management regulations when considering the approval of all shoreline development projects. Following each policy category is the consistency discussion, which evaluates the project's consistency with the applicable policies from Aberdeen and Hoquiam's shoreline master programs.

Activity Policies

The activities addressed in this policy category that are applicable to the proposed project are dredging, waste disposal, and public access.

Consistency Discussion

Dredging

The shoreline environment would be dredged in order to construct the launch channel, which would be excavated from the casting basin to the shoreline at either site. At the Anderson & Middleton site, the launch channel would extend approximately 110 feet into Grays Harbor, and at the Aberdeen Log Yard site it would extend approximately 420 feet. The substrate habitat within both areas consists of tidal mudflats and bottom material composed of fine silt and muck. Dredging would be conducted in a way that would minimize damage to existing ecological values, natural resources, and the river system of both the area to be dredged and the area for deposit of dredged materials, as well as damage to water quality degradation. Standard best management practices are included in the Ecosystems Discipline Report (WSDOT 2009c). Dredging would not be conducted in order to obtain fill material nor to be used for landfill. Dredge spoils would be deposited at approved aquatic disposal sites, which are managed under the Washington State Dredged Materials Management Program (a multiagency state program).

Waste Disposal

Water and sewer would serve the offices and batch plant on the selected build alternative site. Domestic water and sanitary sewer would be extended to serve the project site as needed, and service would be provided by local utility providers. Project engineers would design a water handling and treatment system to address the separate needs of typical stormwater runoff, casting basin process water, and dewatering water from groundwater handling systems. Wash water from the pontoon work area would be collected and treated within the water quality facilities before being discharged to receiving waters. All uses and activities would use solid waste storage, collection, processing, and disposal practices that conform with Washington State Health District and Air Pollution Control Authority regulations.

Public Access

The project would not be consistent with the policies discussed above. Public access on the site cannot be provided so that significant interference with operations or hazards to life or property would not occur. WSDOT would address public access issues to satisfy the requirements of local SMPs through other means, including possibly providing vista points along a shoreline segment outside of the study area.

Development Policies

The types of development addressed in this policy category that are applicable to the proposed project are: ports and water related industry, utilities, and shoreline works and structures.

Consistency Discussion

Port and Water-Related Industry

The Pontoon Construction Project is water-dependent and would require a site along the shoreline so that pontoons can be launched and transported with access to moorage for pontoon storage. The proposed build sites are located within an area with major industrial and port development, regional air and rail transportation, and upland log storage. Further, both sites have been historically used for lumber industry activities. Remnants from these past uses remain in the form of gravel roads and asphalt pads. Neither build alternative would affect views of harbor areas from viewpoints, waterfront restaurants, and similar public facilities. See the Visual Quality and Aesthetics Technical Memorandum (WSDOT 2009f) for a detailed analysis of visual effects.

Where feasible, all transportation and utility corridors would be located upland to reduce the pressure of using waterfront sites. The project could involve vessels transporting needed construction materials to the Port of Grays Harbor. The unique nature of constructing the pontoons would not lend itself to the cooperative use of docking, parking, cargo handling, and storage facilities. There would be no industrial docks or piers constructed as part of the Pontoon Construction Project.

Utilities

Required onsite utilities would be water, sewer, and electrical and communication lines. Water and sewer would serve the offices and batch plant, while electrical service would be provided across the site to accommodate lighting and equipment. These utility lines, likely be placed underground, would require excavating a trench. Utility location and design would be planned to meet future growth and development.

Shoreline Works and Structures

Both build alternative sites include shoreline works and structures (SWS), including a casting basin, rock berm, rock side slope, and dolphins, as described in more detail in the Description of Alternatives Discipline Report (WSDOT 2009d). The SWS would be designed where practical to blend with the surrounding environment by choosing colors that do not contrast or stand out and to minimize structural bulk where possible. See the Visual Quality Technical Memorandum (WSDOT 2009f) for a detailed analysis of visual effects.

The SWS would be designed and located so the existing ecological values or natural resources would not be damaged, local currents would not be altered, and hazard or significant injury to adjacent life, property, and natural resources systems would be created.

The risk of oil spills or other dangers would be evaluated and accounted for when applying for permits. Controlling hazardous materials is a standard provision in construction contracts and permits and would be addressed with best management practices. The contractor would be required to submit and comply with a spill prevention and response plan before work begins.

Natural System Policies

The types of natural systems addressed in this policy category that are applicable to the proposed project are estuary and general (which covers excavation and dredging).

Consistency Discussion

Estuary

The north bay of Grays Harbor is relatively undeveloped, while the inner harbor where both build alternative sites are located is heavily industrialized. The habitats of the lower Chehalis River and Grays Harbor have been altered by previous dredging, diking, filling, jetty construction, industrial discharges, and other human activities over the past 100 years. Both sites are vulnerable to wind waves and tidal flux from the harbor, but not river flooding.

General

Excavating and dredging for the launch channel could affect fish and aquatic habitat, and these effects have been analyzed in the Ecosystems Discipline Report (WSDOT 2009c). Best management practices would be used to mitigate potential effects to fish species and fish habitat. Any dredging, spoiling, and filling would be scheduled during high-flow seasons.

Amenity Policies

The types of amenities addressed in this policy category that are applicable to the proposed project are visual enhancement, noise, and archeological areas and historic sites.

Consistency Discussion

Visual Enhancement

Neither build alternative would have much to any effect on the visual character of landscapes or quality of views in Grays Harbor, the South and North bays of the outer harbor, and the south Hoquiam and Aberdeen areas. The build alternative sites are not visible from most locations in and around Grays Harbor (a scenic and natural area) because of the large distances between these locations and the sites. The potential pontoon moorage location might be visual from certain viewpoints around the Grays Harbor area.

Noise

Pile-driving would occur as part of this project and would result in a persistent loud noise for a discreet period of time during project construction. Measures would be taken to reduce this

noise intrusion on humans and wildlife (see the Noise Technical Memorandum [WSDOT 2009e] for potential mitigation measures).

Archeological Areas and Historic Sites

Before project excavation, WSDOT conducted extensive archeological field investigations—performed by professional archeologists—on both alternative sites to identify any potential archeological data that could be encountered during project construction. Additionally, inadvertent discovery plans would be developed in case archeological data are uncovered during project excavation.

Environment Policies

The type of environment addressed in this policy category that is applicable to the proposed project is urban environment (detailed in Attachment A).

Consistency Discussion

Urban Environment

According to the both cities' shoreline management regulations, the applicable shoreline designation for the project sites is “urban.” The urban environment is intended for the most intensive human use of the shoreline, including all forms of human development and activity that use shoreline areas.

The Pontoon Construction Project is water-dependent and requires a site along the shoreline so that pontoons can be launched and transported with access to moorage for pontoon storage. The project site is located within an area with major industrial and port development, regional air and rail transportation, and upland log storage. Dredging in the study area has been used in the past and is planned to continue. The project sites are located in an area served by water and sewer, which would be extended to the offices and batch plant; electrical service would be provided across the site to accommodate lighting and equipment.

Administrative Policies

The type of administration guidance addressed in this policy category that is applicable to the proposed project is Shorelines of Statewide Significance (detailed in Attachment A).

Consistency Discussion

“Shorelines of Statewide Significance” is a planning designation that obligates local jurisdictions to give extra consideration to the types of land uses permitted in those designated areas. The SMA sets specific preferences for uses of Shorelines of Statewide Significance (RCW 90.58.020) and calls for a higher level of effort in implementing its objectives on them (RCW 90.58.090). Local SMPs ensure these shorelines properly considered during local land use planning and development (WAC 173-26-251).

The SMPs for the Cities of Hoquiam and Aberdeen define Shorelines of Statewide Significance as follows:

1. Those natural rivers or segments thereof of the Cascade Range downstream of a point where the mean annual flow is measured at one thousand cubic feet per second or more; and
2. All wetlands associated with any of “e” (the Shorelines of Statewide Significance designated by the first criteria).

Neither proposed build alternative site is located along a City of Hoquiam- nor City of Aberdeen-designated Shoreline of Statewide Significance. The State of Washington, however, does recognize the shorelines in Hoquiam and Aberdeen, including where the proposed build alternatives sites are located, as part of Shorelines of Statewide Significance (RCW 90.58.030(e)(i)). This project would comply with the necessary guidelines for developing within areas designated as Shorelines of Statewide Significance, as part of compliance with the local permits that would be required for development at either alternative site.

Hoquiam and Aberdeen Shoreline Master Program Use Regulations

Policy Purpose and Summary

The SMP Use Regulations are intended to implement the findings and recommendations of the SMPs that are outlined above. These regulations are more specific, enforceable controls and standards for shoreline development. Following are several categories of use regulations that would apply to this project:

- Siting
- Design
- Earthchanging
- Public Access
- Restoration
- Scenic View and Vistas
- Valuable Site and Structure Protection

Consistency Discussion

Hoquiam City Code (Chapter 11.04 Shoreline Management) and Aberdeen’s Municipal Code (Chapter 16.20 Shoreline Management) are intended to carry out the responsibilities imposed by the Shoreline Management Act of 1971. Both build alternative sites are located within an area designated as “urban” by the Cities’ SMPs and shoreline management ordinances. According to both Cities’ ordinances, the “urban environment” is intended for the most intensive human use of the shoreline, including all forms of human development and activity that use shoreline areas. Pontoon Construction Project development is generally consistent with the land use regulations; the use regulations specific to water-dependent or water-related industry are especially relevant and applicable to this project. Additionally, this project would comply with the SMP Use Regulations by obtaining a Shoreline Substantial Development permit and complying with its conditions.

Grays Harbor County Shoreline Master Program

Policy Purpose and Summary

The Grays Harbor County SMP (Grays Harbor County Code 17.56.170) would apply project-related activities within the Grays Harbor waterbody. This SMP is very similar to Hoquiam's and Aberdeen's SMPs and contains the same management policy categories (the policies relevant to this project are presented in Attachment A).

Consistency Discussion

The proposed project would be consistent with the Grays Harbor County SMP policies for the same reasons it is consistent with the Hoquiam and Aberdeen SMPs. The only difference to discuss concerns the definition of the "Shorelines of Statewide Significance". The Grays Harbor County SMP has a different definition for this category of shorelines, as follows (the project-relevant definitions are excerpted here):

1. Those portions of the ocean and its associated wetlands under the jurisdiction of the Act within Grays Harbor County, exclusive of those areas within the city limits of Ocean Shores, Westport, and the Quinault Indian Reservation.
2. Those portions of the Grays Harbor Estuary and its associated wetlands within Grays Harbor County under the jurisdiction of the Act, exclusive of those areas within the city limits of Ocean Shores, Westport, Hoquiam, and Aberdeen.

Given these criteria, the pontoon moorage location in Grays Harbor would be located in a Shoreline of Statewide Significance. In order to moor pontoons in this location, WSDOT would need the necessary permit from Grays Harbor County. When regulating the use of Shorelines of Statewide Significance, the Grays Harbor SMP specifies greater consideration of the statewide interest for their use, as opposed to focusing on local interests.

Grays Harbor Estuary Management Plan

Policy Purpose and Summary

There are three policy levels in the Grays Harbor Estuary Management Plan (Attachment A). The first level is a single, broad policy called the Estuary Management Goal, which sets forth the concept of balance in developing and preserving the estuary. The second policy level of the management plan is the Planning Area. The estuary is divided into eight planning areas. Planning Areas provide the basis for describing how different areas of the estuary presently function and how they should function in the future. Both the Anderson & Middleton and Aberdeen Log Yard sites are located in Planning Area III, which is a combination of urban-industrial development and natural resource areas. The predominant developed character is heavy industrial and port facilities and within the natural resource area, the character is tide flats and salt marsh.

The third policy level of the management plan is the Management Unit. This is the most specific policy level and is designed to provide guidance to property owners and local

jurisdictions in evaluating project proposals. The applicable management units for the two proposed alternative sites are Unit 15 and Unit 44.

Consistency Discussion

The project would be consistent with the management objectives for Management Unit 15 and 44. Management objectives for Unit 15 emphasize water-related and dependent uses and redevelopment of already developed lands. The Pontoon Construction Project is water-dependent and is located on lands that have a history of industrial use. According to the Grays Harbor Estuary Management Plan, the project activities are appropriate and allowable in Management Unit 15 (see Attachment A).

Project activities in Unit 44 would be compatible with the natural system, so that dredging and other water-dependent uses could be allowed. Based on the Standard Use Table on page 114 in the Estuary Management Plan, Port facilities and water-dependent industry might be appropriate since the upland designation is Unit 15 Urban Development (see the Grays Harbor Estuary Management Plan Standard Uses Table in Attachment B).

4. Mitigation

What measures would WSDOT proposed to reduce negative effects on land use?

The permitting process would ensure that the project is consistent and complies with the applicable policies and regulations of local comprehensive plans, SMPs, zoning ordinances, and critical area ordinances. The project's ability to comply with these plans and regulations to the satisfaction of the local jurisdiction would determine whether the necessary permits are issued to allow the project to proceed.

WSDOT would obtain a lease from WDNR to use the aquatic lands that are required for this project.

How could the project compensate for unavoidable negative project effects?

The project would be inconsistent with SMP policy on public access. Because the site would be used for industrial purposes, public access on the site could not be provided in a manner that does not result in significant interference with operations or hazards to life or property. WSDOT would address public access and recreation issues to satisfy the requirements of local SMPs through other means. One approach could be providing vista points along a shoreline segment outside of the study area.

Mitigation approaches to compensate for unavoidable negative effects to aquatic habitat and critical areas have been evaluated in the Ecosystems Discipline Report (WSDOT 2009c).

WSDOT would quantify the loss of shoreline resources and values and mitigate for these losses to the maximum extent practicable.

Acquiring property (the project site) would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. This act ensures that people whose real property is acquired, or who move as a result of projects that receive federal funds, are treated fairly and equitably and receive assistance in moving, such as certain relocation payments and advisory assistance for businesses and personal property only relocations. Benefits for displaced businesses can include moving costs reimbursement, reestablishment costs, and/or fixed schedule move options. The basic entitlement for the relocation of personal property only would be a payment for the expense of moving personal property to a replacement location. The eligibility and amounts of these benefits would be determined at the time of displacement.

5. References

City of Aberdeen. 2001. City of Aberdeen Comprehensive Land Use Plan.

City of Aberdeen. Date unknown. Shoreline Master Program.

City of Hoquiam. 2008a. City of Hoquiam Comprehensive Land Use Plan. September.

City of Hoquiam. 2008b. Hometown Hoquiam Phase 2, Economic Development Strategic Action Plan: 2008-2012, Final Review Draft, April 4, 2008. Prepared by Berk & Associates, Seattle, Washington.

City of Hoquiam. Date unknown. Shoreline Master Program.

FHWA. 1987. Guidance for Preparing and Processing Environmental and Section 4(F) Documents. FHWA Technical Advisory 6640.8A. U.S. Department of Transportation, Federal Highway Administration.

FHWA. 1996. Community Impact Assessment: A Quick Reference for Transportation. FHWA Publication No. FHWA-PD-96-036. U.S. Department of Transportation, Federal Highway Administration. September.

Grays Harbor County. 1974. Shorelines Management Master Program. Updated April 2002.

Grays Harbor County. 1986. Estuary Management Plan. Grays Harbor County Regional Planning Commission, Estuary Management Planning Task Force, Montesano, Washington.

Port of Grays Harbor. 1996. Industrial Properties 1996 Master Plan. Prepared by Reid Middleton, Olsen & Associates, and BST Associates. Prepared for Port of Grays Harbor.

WSDOT. 2008. Environmental Procedures Manual. Publication No. M31-11. Washington State Department of Transportation, Environmental Services Office, Engineering and Regional Operations Division, Olympia, Washington.

WSDOT. 2009a. Social Elements Technical Memorandum, Pontoon Construction Project, SR 520 Bridge Replacement and HOV Program. Washington State Department of Transportation, Olympia, Washington.

WSDOT. 2009b. Navigable Waterways Technical Memorandum, Pontoon Construction Project, SR 520 Bridge Replacement and HOV Program. Washington State Department of Transportation, Olympia, Washington.

WSDOT. 2009c. Ecosystems Discipline Report, Pontoon Construction Project, SR 520 Bridge Replacement and HOV Program. Washington State Department of Transportation, Olympia, Washington.

WSDOT. 2009d. Description of Alternatives and Construction Techniques Discipline Report, Pontoon Construction Project, SR 520 Bridge Replacement and HOV Program. Washington State Department of Transportation, Olympia, Washington.

WSDOT. 2009e. Noise Technical Memorandum, Pontoon Construction Project, SR 520 Bridge Replacement and HOV Program. Washington State Department of Transportation, Olympia, Washington.

WSDOT. 2009f. Visual Quality and Aesthetics Technical Memorandum, Pontoon Construction Project, SR 520 Bridge Replacement and HOV Program. Washington State Department of Transportation, Olympia, Washington.

GIS References

City of Aberdeen. 2008. Zoning GIS data. http://aberdeeninfo.com/pub_works/index.php. Accessed December 12, 2008. City of Aberdeen, Department of Public Works, Aberdeen, Washington.

City of Tacoma. 2006. Zoning GIS data. <http://wspwit01.ci.tacoma.wa.us./govme/admin/inter/startpage/default.aspx>. Accessed January 13, 2006. City of Tacoma, Department of Economic Development, Tacoma, Washington.

Ecology. 2001. Shoreline GIS data. <http://www.ecy.wa.gov/services/gis/data/shore/shore.htm>. mp version 2.8.6. Accessed September 24, 2007. Washington Department of Ecology, Olympia, Washington. August.

Grays Harbor County. 2006. Road GIS data download. <http://www.ghc-gis.org/info/GIS/download.html>. Accessed December 22, 2006. Grays Harbor County, Geographic Information Systems, Montesano, Washington.

Grays Harbor County. 2006. Street GIS data download. <http://www.ghc-gis.org/info/GIS/download.html>. Accessed December 22, 2006. Grays Harbor County, Geographic Information Systems, Montesano, Washington.

Grays Harbor County. 2006. Waterbody GIS data download. <http://www.ghc-gis.org/info/GIS/download.html>. Accessed December 21, 2006. Grays Harbor County, Geographic Information Systems Department, Montesano, Washington.

Grays Harbor County. 2007. Parcel GIS data download. <http://www.ghc-gis.org/info/GIS/download.html>. Accessed February 12, 2007. Grays Harbor County, Geographic Information Systems, Montesano, Washington.

Pierce County. 2007. Street GIS data. <http://yakima.co.pierce.wa.us/GeoDataExpress/main.html>. Accessed May 9, 2007. Pierce County GIS Data Express, Tacoma, Washington.

USDA-FSA. 2006. Pierce County aerial photograph. <http://rocky2.ess.washington.edu/data/raster/naip2006/Pierce/>. Accessed September 2009. U. S. Department of Agriculture, Farm Services Agency, Aerial Photography Field Office, Salt Lake City, Utah.

WSDOT. 2004. State route GIS data. Washington State Department of Transportation GeoData Distribution Catalog. <http://www.wsdot.wa.gov/mapsdata/geodatacatalog/>. Accessed February 4, 2004. Washington Department of Transportation, Office of Information Technology, Olympia, Washington.

WSDOT. 2005. Aberdeen graving dock orthophotograph. Accessed May 29, 2008. Washington State Department of Transportation Aerial Photography Branch, Olympia, Washington.

WSDOT. 2006. SR 101 City of Aberdeen orthophotograph. Accessed May 29, 2008. Washington State Department of Transportation Aerial Photography Branch, Olympia, Washington.

ATTACHMENT A

Applicable Policies and Regulations

Applicable Policies and Regulations

City of Hoquiam Industrial District Development Strategies (from Comprehensive Land Use Plan, February 2009)

- 3.1.A Create an Industrial District for land uses associated with extraction, processing, transportation, distribution, and wholesale activities.
- 3.1.B Industrial District lands have access to maritime, rail, aeronautical, and/or truck transportation systems
- 3.1.C The district allows a mix of support activities as accessory uses in the district, such as offices, transshipment facilities, warehousing, and uses that benefit employees
- 3.1.D Maintain the separation of industrial activities from residential and commercial uses with the use of buffers or transitional uses, such as heavy commercial/light industrial uses, parks, and community facilities.
- 3.1.E The location of industrial activities serving regional needs and requiring access to rail and marine links are most appropriate along the Grays Harbor Estuary shoreline south of the Simpson Avenue Bridge.

City of Aberdeen Industrial Development Policies (from Comprehensive Plan, 2001)

- L-300 Industrial development should be grouped with similar or compatible uses in areas that limit land use conflicts, improve traffic flow and safety, and allow businesses to share public facilities and services.
- L-301 Uses that generate significant non-industrial auto and pedestrian traffic during industrial working hours should be discouraged from locating in industrial areas, if such traffic would be incompatible with the industrial uses.
- L-403 Areas suitable for heavy industrial or large scale manufacturing uses should not be located in the Light Industrial area. The Industrial area should provide the opportunity for intensive heavy industrial uses or large-scale manufacturing uses in appropriate locations, and reserve the limited amount of industrial lands within Aberdeen for industrial uses.
- L-500 Industrial development should be designed to be compatible with adjoining uses. Off-site impacts, such as noise, odor, light and glare, and vibration should be mitigated through the pollution control measures, setbacks, landscaping, and other best management practices. Unsightly views of parking areas, loading areas, and storage areas should be screened from adjacent office, retail and residential uses.

- L-501 Areas where the allowed uses could have a major adverse effect which cannot be lessened are unsuitable for the Industrial area designation.
- L-502 Industrial development should have direct access from principal arterials or state routes. Access points should be combined and limited in number to allow for adequate levels of service on arterials. Access through residential areas should be discouraged.

Hoquiam and Aberdeen Shoreline Master Programs

Activity Policies

Dredging

- a. Dredging should minimize damage to existing ecological values, natural resources, and the river system of both the area to be dredged and the area for deposit of dredged materials, and shall also minimize water quality degradation.
- b. Spoil deposit sites in water areas should be identified in cooperation with the State Department of Natural Resources, Game, and Fisheries. Depositing of dredge material in water areas should be allowed only for habitat improvements, to correct problems of material distribution affecting adversely fish and shellfish resources, or where the alternatives of depositing material on land is more detrimental to shoreline resources than depositing it in water resources.
- c. Dredging of bottom materials for the single purpose of obtaining fill material should be discouraged.
- d. Ship channels, turning, and moorage basins should be identified, and no new such areas should be prepared or used without sufficient evidence that existing channels and basins are inadequate.
- e. The use of dredge spoils for purposes other than landfill is encouraged.

Waste Disposal

- a. All uses and activities should utilize solid waste storage, collection, processing and disposal practices in conformance with State Health District and Air Pollution Control Authority regulations and special care be taken to provide convenient facilities for tourists.
- b. All uses and activities which generate liquid wastes should utilize public sanitary sewage systems for treatment and disposal unless the sewage collection facility is not within 200 feet or the system is incapable of handling the wastes, in which case a septic tank or other sanitary holding tank or disposal system should be provided in compliance with state and Health District regulations.

Public Access

- a. Granting of public access by private property owners is an important public benefit, and public programs which enable the private owner to provide or continue to provide public access should be encouraged. Such programs could include: litter control, vandalism protection, fire prevention and control, and protection from environmental damage.
- b. Where improved public access is provided on public land such access should be designed to preserve the maximum possible amount of natural vegetation consistent with functional requirements.
- c. Residential and commercial development on shorelines of statewide significance should be encouraged to provide linear access ways along the shorelines. Industrial uses located on shorelines of statewide significance should be encouraged to provide vista points along the waterfront recognizing the incompatibility of linear access ways through high hazard areas.

Development Policies

Ports and Water-Related Industry

Ports are centers of water-borne traffic, particularly inter-coastal or trans-oceanic vessels including facilities for docking, loading, and unloading of cargo and raw materials, and supplies and services for the vessels.

- a. Water-dependent industries which require frontage on navigable water should be given priority over other industrial uses.
- b. Port facilities should be designed to permit viewing of harbor areas from viewpoints, waterfront restaurants, and similar public facilities which would not interfere with port operations or endanger public health and safety.
- c. The cooperative use of docking, parking, cargo handling and storage facilities should be strongly encouraged in waterfront industrial areas.
- d. Land transportation and utility corridors serving ports and water-related industry should follow the guidelines provided under the sections dealing with utilities and public road and railroad design and construction. Where feasible, all transportation and utility corridors should be located upland to reduce pressures for the use of waterfront sites.
- e. Master Program planning should be based on a recognition of the regional nature of port services. Prior to allocating shorelands for port uses, local governments should consider statewide needs and coordinate planning with other jurisdictions to avoid wasteful duplication of port service regions.
- f. Since industrial docks and piers are often longer and greater in bulk than recreational residential piers, careful planning must be undertaken to reduce the adverse impact of such facilities on other water-dependent uses and shoreline resources. Because heavy

industrial activities are associated with industrial piers and docks, the location of these facilities must be considered a major factor in determining the environmental compatibility of such facilities.

- g. Because a large impact cannot be avoided due to ports or port-related uses, preference should be given to development and redevelopment of existing port areas.

Utilities

Utilities are services which produce and carry electric power, gas, sewage, communications and oil.

- a. Development of utilities underground and along existing right of ways and easements should be encouraged.
- b. Utility location and design should be planned to meet future growth and development.

Shoreline Works and Structures

This term is used to cover bulkheads, breakwaters, rip-rap, jetties, groins, shoreline protection works, piers, levees, docks, channelization works, berms, and the like. (Note: SWS means shoreline works and structures.)

- a. SWS should be designed, located, constructed, and operated in such a manner as to cause minimal short-term, and no significant long-term, adverse effect on fish and shellfish habitats.
- b. Where practical, open piling is preferred for piers and docks.
- c. The effect of SWS on existing public access should be considered.
- d. SWS should be designed, where practical, to blend with the surrounding area and not detract from the aesthetic qualities of the shoreline.
- e. Where both might be applicable, floating structures are preferred to non-floating structures types in order to not interfere with the waterlife currents, sand movement, and circulation.
- f. All SWS must be designed and constructed to accepted engineering standards.
- g. Where SWS can be located near existing SWS and still serve the desired purpose, such should be encouraged rather than installation in previously unbuilt areas.
- h. Communal SWS are preferred to the proliferation of individual SWS.
- i. The risk of oil spills or other dangers that would arise because of an SWS must be evaluated and accounted for when applying for permission to build.
- j. SWS should be designed and located so that significant damage to existing ecological values or natural resources, or alteration of local currents will not occur, creating a hazard or significant injury to adjacent life, property and natural resources systems.

- k. Bulkheads, rip-rap, and similar SWS should be utilized for the protection of property only, except in the urban environment where such structure and landfills may be used to raise the level of lands upland of the high water line and lands lying between the high water line and the inner harbor line.
- l. Rip-rapping and other bank stabilization measures should be located, designed, and constructed so as to avoid the need for channelization, to avoid adverse impacts on nearby banks, and to protect the natural character of the waterway.
- m. Dikes and other flood protection structures should be used primarily to protect existing urban development and should be located upland of the ordinary high water line.
- n. Any structure for impoundment of water such as dams, tidegates, aquaculture enclosures, etc., should be designed so that the following impacts are not created: blocking of migrating fish passage, reduction of flushing action required to remove upstream pollutants, creation of scouring current, and creation of silting problems.

Natural System Policies

Estuary

- a. Because of poor flushing action in the upper harbor during summer low flows, any necessary dredging, spoiling, and filling should be scheduled during high flow seasons.
- b. In areas subject to tidal flooding, development should be discouraged in presently undisturbed areas and encouraged where urban development has occurred or where landfilling and spoiling have altered the environment. The preferred practice is to elevate the sites above the ordinary high water line and/or use dikes and tidegates to protect development from tidal flood damage.

General

Excavation including dredging of channels and marinas, removal of sand or gravel for construction of roads or fills, excavation of drainage ditches, and grading should be controlled to minimize removal of vegetation and cemented surface soil layers, release of sediment into water, removal of fertile soil, deepening of water where this would have adverse impacts on habitat, breaking the seal of an aquifer, change or blockage of current; smothering of underwater habitat; reduction of tidal flushing action or reduction of water depth where this would be adverse to production of desirable plant and animal life, or would stimulate undesirable forms; undesirable changes in shoreline configuration; reduction of floodwater capacity of a riverine floodplain; elimination of fertile marsh habitat; or creation of navigational hazards.

Amenity Policies

Visual Enhancement

- a. Unappealing operations which must have a waterfront site should be located where visual appearance, or emissions can be best screened and should be grouped together if possible to avoid spreading visual blight along the waterfront and to facilitate screening.
- b. Urban, rural and sparsely developed shorelines should be evaluated as to their visual amenity and where amenity is generally high operations which are prone to release smoke or gases that would reduce visibility, release visible particulate fallout, discolor the sky or stimulate fog formation should not be allowed.
- c. The natural shoreline configuration should be preserved to protect scenic beauty and to prevent inappropriate eye-catchers. In prime scenic areas buildings should not rise above the skyline and where possible should be set behind an existing topographic or vegetation barrier to protect the vista. The leveling of hills or dunes, the filling of troughs or the terracing of slopes are other activities which can have the effect of creating an unnatural and visually unappealing shoreland configuration.
- d. Outdoor advertising, above ground utilities, parking lots and structures which are not architecturally related to the site and topography should not be allowed within identified scenic corridors or vista areas.
- e. Residential and commercial developments should locate waste collection areas away from the area between building and waterfront, should provide an attractive building façade along the waterfront and provide a building layout which maximizes vistas from adjacent public streets to the waterfront.
- f. Density and use occupancy on recreationally attractive shorelines should be limited to avoid overcrowding and destruction of the environment by over use. These limitations should include: dispersion of structures so that sightlines across the development are available to view the nearby scenery; encourage clustering of structures (planned unit development) when this will provide larger areas of natural vegetation; avoid view blockage between upland structures and shoreline vistas; encourage design of building, roadways, bridges and other service structures so that they harmonize with the environment and surrounding architectural styles, encourage location of tourist service facilities along upland access highways rather than allowing uses and service roads to penetrate into the attractive environment; protect critical vegetation areas from heavy pedestrian and vehicular use; and, spread accesses into the desirable environment rather than concentrating them.

Noise

- a. Where public access to the shoreline is available operations which are prone to release noxious odors or loud or persistent noise should be discouraged or measures taken so that

these adverse sensory experiences do not discourage public access or appreciation of the shorelines.

- b. Where noise producing vehicles are allowed in shoreline areas they should be controlled to minimize noise concentration and its effects on wildlife and recreational uses of the shorelines.

Archeological Areas and Historic Sites

- a. Where possible local government should consult professional archeologists to identify areas containing potentially available archeological data, and to establish procedures for salvaging the data.
- b. Shoreline permits, in general, should contain special provisions which require developers to notify the local government if any possible archeological data are uncovered during excavation.

Environment Policies

Urban Environment

- a. The Urban Environment should include water-dependent industrial, commercial, and residential uses and should encourage maximum provision of public access to shoreline compatible with the shoreline use.
- b. The amount of Urban Environment designated should be directly related to reasonable long-range projections of regional economic need.
- c. The Urban Environment should encourage utilization of existing high-intensity shoreline sites and not encourage expansion of such uses into presently undeveloped areas unless there is a demonstrated need.
- d. Urban Environment designation of presently undeveloped land should give priority to proximity to existing high-intensity development.
- e. Existing non-water-related commercial and industrial uses should be encouraged to relocate to non-waterfront property and expansion of existing facility. New non-water-related commercial and industrial uses should not be encouraged on waterfront property unless the type or design of the use includes unique provisions for public access and enjoyment which might not otherwise be possible if the site were utility by a water-related commercial or industrial use.
- f. The Urban Environment should be utilized in those water areas where dredging is necessary to maintain marina, port facility and the ship channel, or where dredging and filling in the past has been utilized to create waterways within residential developments, or where dredge spoils have been used to raise the level of the land above the high water line, or where spoiling has effectively precluded the redevelopment of the Natural Environment.

- g. The Urban Environment should also be utilized in those areas where commercial or industrial uses exist or have historically existed.
- h. Areas designated as Urban Environments should be served with public water and sewage systems or such systems should be available within 3 years, and the community must have taken appropriate steps to designate the areas for high-intensity use in its comprehensive land and transportation plans.
- i. The Urban Environment allows the highest density of development and the most intense types of shoreline uses. While some control of these factors is necessary, the main management focus should be on quality of development centering on such matters as pollution prevention and abatement, visual amenities, public access, site layout, and design.

Administrative Policies

Shorelines of Statewide Significance

These are major resources from which all people of the state derive benefit, therefore the local governments' SMPs must recognize and protect statewide interest over local interest. When considering the appropriateness of development on shorelines of statewide significance, local government and the developer should:

- a. Recognize and protect the statewide interest over local interest.
- b. Preserve the natural character of the shoreline.
- c. Prefer the long-term over short-term benefit.
- d. Protect the resources and ecology of the shorelines.
- e. Increase public access to publicly owned areas of the shorelines.
- f. Increase recreational opportunities for the public in the shorelines.

Grays Harbor County Shoreline Master Program

Activity Policies

- 6. Dredging: Dredging is the removal of earth from the bottom of a stream, river, lake, bay, or other water body for the purposes of deepening a navigational channel or to obtain the materials and shall also minimize water quality degradation.
 - a. Dredging should minimize damage to existing ecological values, natural resources and the river system of both the area to be dredged and the area for deposit of dredged materials and shall also minimize water quality degradation
 - b. Spoil deposit sites in water areas should be identified in cooperation with the State Departments of Natural Resources, Game and Fisheries. Depositing of dredge material in water areas should be allowed only for habitat improvements, to correct problems of material distribution affecting adversely fish and shellfish resources, or

where the alternatives of depositing material on land is more detrimental to shorelines resources than depositing it in water areas.

- c. Dredging of bottom materials for the single purpose of obtaining fill material should be discouraged.
 - d. Ship channels, turning and moorage basins should be identified and no new such areas should be prepared or used without sufficient evidence that existing channels and basins are inadequate.
 - e. The use of dredge spoils for purpose other than landfill is encouraged.
8. Public Access
- a. Granting of public access by property owners is an important public benefit, and public programs which enable the private owner to provide or continue to provide public access should be encouraged. Such programs could include: litter control, vandalism protection, fire prevention and control, and protection from environmental damage.
 - b. Where improved public access is provided on public land such access should be designed to preserve the maximum possible amount of natural vegetation consistent with functional requirements.
 - c. Residential and commercial development on shorelines of statewide significance should be encouraged to provide linear access ways along the shorelines. Industrial uses located on shorelines of statewide significance should be encouraged to provide vista points along the waterfront recognizing the incompatibility of linear access ways through high hazard areas.

Development Policies

- 1. Ports and Water Related Industry: Ports are centers of water-borne traffic particularly inter-coastal or transoceanic vessels including facilities for docking, loading, and unloading of cargo and raw materials and supplies and services for the vessels.
 - a. Water-dependent industries which require frontage on navigable water should be given priority over other industrial uses.
 - b. Port facilities should be designed to permit viewing of harbor areas from viewpoints, waterfront restaurants and similar public facilities which would not interfere with port operations or endanger public health and safety.
 - c. Sewage treatment, water reclamation, and power plants should be located where they do not interfere with and are compatible with other uses of the water and shorelands. Waste treatment ponds for water-related industry should occupy as little shoreline as possible.

- d. The cooperative use of docking, parking, cargo handling and storage facilities should be strongly encouraged in waterfront industrial areas.
 - e. Land transportation and utility corridors serving ports and water-related industry should follow the guidelines provided under the sections dealing with utilities and public road and railroad design and construction. Where feasible, all transportation and utility corridors should be located upland to reduce pressures for the use of waterfront sites.
 - f. Master Program planning should be based on a recognition of the regional nature of port services. Prior to allocating shorelands for port uses, local governments should consider statewide needs and coordinate planning and other jurisdictions to avoid wasteful duplication of port service regions.
 - g. Since industrial docks and piers are often longer and greater in bulk than recreational or residential piers, careful planning must be undertaken to reduce the adverse impact of such facilities on other water-dependent uses and shoreline resources. Because heavy industrial activities are associated with industrial piers and docks, the location of these facilities must be considered a major factor in determining the environment compatibility of such facilities.
 - h. Because a large impact cannot be avoided due to ports or port-related uses, preference should be given to development and redevelopment of existing port areas.
9. Shoreline Works and Structures: This term is used to cover: bulkheads, breakwaters, rip-rap, jetties, groins, shorelines protection works, piers, levees, docks, channelization works, berms, and the like. **NOTE: SWS means “Shoreline Works and Structures.”**
- a. SWS should be designed, located, constructed, and operated in such a manner as to cause minimal short term, and no significant long term adverse effect on fish and shellfish habitats.
 - b. Where practical, open piling is preferred for piers and docks.
 - c. The effect of SWS on existing public access should be considered.
 - d. SWS should minimize and/or compensate adverse effects on beach sand movement and further minimize alteration of the natural shoreline.
 - e. SWS should be designed, where practical, to blend with the surrounding area and not detract from the aesthetic qualities of the shoreline.
 - f. Where both might be applicable, floating structures are preferred to non-floating types in order to not interfere with water life, currents, sand movement and circulation.
 - g. All SWS must be designed and constructed to accepted engineering standards.

- h. Where SWS can be located near existing SWS and still serve the desired purpose, such should be encouraged rather than installation in previously unbuilt areas.
- i. Communal SWS are preferred to the proliferation of individuals SWS.
- j. The risk of oil spills or other dangers that would arise because of an SWS must be evaluated and accounted for when applying for permission to build.
- k. SWS should be designed and located so that significant damage to existing ecological values or natural resources, or alteration of local currents will not occur, creating a hazard or significant injury to adjacent life, property, and natural resources systems.
- l. Bulkheads, rip-rap, and similar SWS should be utilized for the protection of property only, exempt in the urban environment where such structure and landfills may be used to raise the level of lands upland of the high waterline and lands lying between the high water line and the inner harbor line.
- m. Rip-rapping and other bank stabilization measures should be located, designed, and constructed so as to avoid the need for channelization, to avoid adverse impacts on nearby banks, and to protect the natural character of the waterway.
- n. Dikes and other flood protection structures should be used primarily to protect existing urban development and should be located upland of the ordinary high water line.
- o. Any structure for impoundment of water such as dams, tide-gates, aquaculture enclosures, etc., should be designed so that the following impacts are not created: blocking of migrating fish passage, reduction of flushing action required to remove upstream pollutants, creation of scouring current, and creation of silting problems.

Natural System Policies

- 3. Estuary
 - a. Because of poor flushing action in the upper harbor during summer low flows, any necessary dredging, spoiling, and filling should be scheduled during high flow seasons.
 - b. In areas subject to tidal flooding, development should be discouraged in presently undisturbed areas and encouraged where urban development has occurred or where land filling and spoiling have altered the environment. The preferred practice is to elevate the sites above the ordinary high water line and/or use dikes and tide-gates to protect development from tidal flood damage.
- 6. Vegetation: Vegetative clearing including harvesting of farm crops, logging, site-clearing, right-of-way clearing, thinning, grazing and damage to vegetation from pedestrians and vehicles should be controlled to the extent required depending on soil type, steepness, etc., so that erosion will not be caused, shade will not be removed from shallow streams

used by salmon and other fish sensitive to warm water, debris will not be released or rainwater runoff on slopes will not be increased.

7. Wildlife: In areas identified as harboring rare or endangered species, the impact of any development requiring a substantial development permit should be considered. Seasonal constraints, or other limitations should be added to the permit as necessary to protect the wildlife resource. Local government should, whenever possible, obtain the assistance of wildlife experts in making such determination.
8. General: Excavation, including dredging of channels and marinas, removal of sand or gravel for construction of roads or fills, excavation of drainage ditches and grading should be controlled to minimize removal of vegetation and cemented surface soil layers; release of sediment into water; removal of fertile soils, deepening of water where this would have adverse impacts on habitat; breaking the seal of an aquifer; change or blockage of current; smothering of underwater habitat; reduction of tidal flushing action or reduction of water depth where this would be adverse to production of desirable plant and animal life, or would stimulate undesirable forms; undesirable changes in shoreline configuration; reduction of floodwater capacity of a riverine floodplain; elimination of fertile marsh habitat or creation of navigational hazards.

Amenity Policies

1. Visual Enhancement
 - a. Unappealing operation which must have a waterfront site should be located where visual appearance, or emissions can be best screened and should be grouped together if possible to avoid spreading visual blight along the waterfront and to facilitate screening.
 - b. Urban, rural, and sparsely developed shorelines should be evaluated as to their visual amenity and where amenity is generally high, operations which are prone to release smoke or gases that would reduce visibility, release visible particulate fallout, discolor the sky or stimulate fog formation should not be allowed.
 - c. The natural shoreline configuration should be preserved to protect scenic beauty and to prevent inappropriate eye-catchers. In prime scenic areas buildings should not rise above the skyline and where possible should be set behind an existing topographic or vegetation barrier to protect the vista. The leveling of hills or dunes, the filling of troughs or the terracing of slopes are other activities which can have the effect of creating an unnatural and visually unappealing shoreland configuration.
 - d. Outdoor advertising, above ground utilities, parking lots, and structures which are not architecturally related to the site and topography should not be allowed within identified scenic corridors or vista areas.

- e. Residential and commercial developments should locate waste collection areas away from the area between buildings and waterfront, should provide an attractive building facade along the waterfront and provide a building layout which maximizes vistas from adjacent public streets to the waterfront.
 - f. Density and use occupancy on recreationally attractive shorelines should be limited to avoid overcrowding and destruction of the environment by over use. These limitations should include: dispersion of structures so that sight-lines across the development are available to view the nearby scenery; encourage clustering of structures (planned unit development) when this will provide larger areas of natural vegetation; avoid view blockage between upland structures and shoreline vistas; encourage design of buildings, roadways, bridges and other service structures so that they harmonize with the environment and surrounding architectural styles, encourage location of tourist service facilities along upland access highways rather than allowing uses and service roads to penetrate into the attractive environment; protect critical vegetation areas from heavy pedestrian and vehicular use, and spread access into the desirable environment rather than concentrating them.
2. Noise
- a. Where public access to the shoreline is available, operations which are prone to release noxious odors or loud or persistent noise should be discouraged or measures taken so that these adverse sensory experiences do not discourage public access or appreciation of the shorelines.
 - b. Where noise producing vehicles are allowed access in shoreline areas, they should be controlled to minimize noise concentration and its effects on wildlife and recreational uses of the shorelines.
3. Archeological Areas and Historic Sites: This includes archeological scientific, historic, cultural and education structures, sites and areas which have significant statewide, regional, or local value.
- a. Where possible local government should consult professional archeologists to identify areas containing potentially valuable archeological data, and to establish procedures for salvaging the data.
 - b. Where possible, sites should be permanently preserved for scientific study and public observation. In areas known to contain archeological and other professional data, a special condition should be attached to a shoreline permit providing for a site inspection and evaluation by an archeologist or other expert to insure that possible data are properly salvaged.
 - c. Shoreline permits, in general, should contain special provisions which require developers to notify the local government if any possible archeological data are uncovered during excavations.

- d. The National Historic Preservation Act of 1966 and Chapter 43.51 RCW are hereby adopted as policies of this Master Program and their administration and enforcement is encouraged.
- e. Development in the vicinity of a valuable historic or cultural site or structure should be controlled to prevent incompatible use, or style, or functional conflict.

Environment Policies

1. Urban Environment

- a. The Urban Environment should include water dependent industrial, commercial, and residential uses and should encourage maximum provisions of public access to shorelines compatible with the shoreline use.
- b. The amount of Urban Environment designated should be directly related to reasonable long range projections of regional economic need.
- c. The Urban Environment should encourage utilization of existing high intensity shoreline sites and not encourage expansion of such uses into presently undeveloped areas unless there is a demonstrated need.
- d. Urban Environment designation of presently undeveloped land should give priority to proximity to existing high intensity development and avoid areas of critical environmental importance.
- e. Existing non-water related commercial and industrial uses should be encouraged to relocate to non-waterfront property and expansion of existing facility. New nonwater related commercial and industrial uses should not be encouraged on waterfront property for public access and enjoyment which might not otherwise be possible if the site were utilized by a water related commercial or industrial use.
- f. The Urban Environment should be utilized in those water areas where dredging is necessary to maintain marina, port facility, and the ship channel, or where dredging and filling in the past has been utilized to create waterways within residential developments, or where dredge spoils have been used to raise the level of the land above the high water line, or where spoiling has effectively precluded the redevelopment of the Natural Environment.
- g. The Urban Environment should also be utilized in those areas where commercial or industrial uses exist or have historically existed.
- h. Areas designated as Urban Environments should be served with public water and sewage systems or such system should be available within 3 years, and the community must have taken appropriate steps to designate the areas for high intensity use in its comprehensive land use and transportation plans.

- i. The Urban Environment allows the highest density of development and the most intense types of shoreline uses. While some control of these factors is necessary, the main management focus should be on quality of development centering on such matters as pollution prevention and abatement, visual amenities, public access, site layout and design.
- j. Use of the Urban Environment along the beaches should be confined to the two existing incorporated areas where utilities are or will be available to serve the higher densities and, to those existing nodes where a significant cluster of year around residential use and related commercial services have developed. These nodes should not be expanded until sanitary sewer systems and public water supply are available. New nodes should not be established until it is shown that the existing nodes are inadequate and cannot be expanded.

Administration Policies

2. Shorelines of Statewide Significance: When considering the appropriateness of development on shorelines of statewide significance, local government and the developer should:
 - a. Recognize and protect the statewide interest over local interest. This can be accomplished by:
 1. Soliciting comments and opinions from groups and individuals representing statewide interests.
 2. Recognizing and considering state agencies' policies, programs, and recommendations.
 3. Soliciting comments and opinions from individuals with expertise in ecology, oceanography, geology, aquaculture, and other pertinent scientific field.
 - b. Preserve the natural character of the shorelines. This can be accomplished by:
 1. Minimizing man-made intrusion on the shorelines.
 2. Where intensive development already occurs, upgrade and redevelop those areas, before extending high intensity uses to low intensity use or undeveloped areas.
 - c. Prefer the long-term over short-term benefit. This can be accomplished by:
 1. Preserving the shorelines for future generations and severely limiting anything that will detrimentally alter the natural conditions.
 2. Evaluating developments for short-term economic gain or convenience in light of long-term and potentially costly impairments to the environment.

3. Actively promoting aesthetic considerations in a new development, redevelopment of existing facilities, or simply for the enhancement of the shoreline area.
- d. Protect the resources and ecology of the shorelines. This can be accomplished by:
 1. Leaving undeveloped those areas that contain a unique or fragile natural resource.
 2. Severely limiting excavation or other activities that increase erosion.

Grays Harbor Estuary Management Plan

Development within Planning Area III

The Grays Harbor Estuary Management Plan describes development within Planning Area III as follows:

- **Economic Base.** This is the central area for major economic expansion in the Grays Harbor Region. As such, use of the land and water areas will be primarily for heavy industry directly related to the region's primary economy.
- **Use Character.** The overriding character of the planning area is high-intensity urban development consistent with other planning area guidelines.
- **Recreation.** Recreational activities will be principally confined to wildlife observation. However, other compatible recreation activities will not be precluded.
- **Resource Harvesting.** Resource harvesting is not a primary activity in this planning area, but is acceptable consistent with other planning area guidelines.
- **Navigation.** The authorized navigation channel in this planning area is a major transportation corridor and will be maintained. Navigation aids throughout the planning area for deep and shallow draft vessels will be maintained where appropriate.
- **Structures and Fills.** In-water and shoreline structures are allowable within this planning area. Fills are allowable in this planning area in accordance with specific management unit guidelines.

Management Unit 15, Management Category UD - Urban Development

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

Management Unit 44, Management Category CM – Conservancy Managed

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 of 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.

The following special conditions apply to the project:

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. 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.
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.
 3. In certain fragile areas, restricting or prohibiting public access.
 - e. Increase public access to publicly owned areas of the shorelines. This can be accomplished by:
 1. Giving priority to the developing paths and trails to shoreline areas, linear access along the shorelines and to developing upland parking.
 2. Locating development back from the ordinary high water line so that access is enhanced.
 - f. Increase recreational opportunities for the public in the shorelines. This can be accomplished by:
 1. Encouraging facilities for recreational use of shorelines.
 2. Providing lodging and related facilities on uplands near the shorelines.

ATTACHMENT B

Grays Harbor Estuary Management Plan: Allowable Activities and Standard Use Table

STANDARD USES

LEGEND:

- Appropriate Uses
- Uses that may be appropriate depending on circumstances within specific management units
- Uses that would be generally inappropriate within designated management units

		NATURAL		CONSERVANCY		RURAL		URBAN		MANAGEMENT UNIT NO. 44	
		N	CN	CM	RL	RA	UR	UD	UM		CM
PORT FACILITIES	Dock and Warehouse Facilities							<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Port Terminal Facilities								<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Ship Berthing								<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Barge Berthing								<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Ship Construction and Repair								<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Navigational Aids	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
MANUFACTURING AND OTHER	Heavy Industry							<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Light Industry							<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Water Dependent Industry							<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Forest Products Processing								<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Mineral Extraction and Storage			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TRANSPORTATION	Ferry Terminal			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Shipping								<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Roads and Railroads		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Airports				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Overhead Utility Corridor		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Submerged Utility Corridor		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FOOD INDUSTRY	Commercial Fishing (Incl. Shellfish)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					<input type="checkbox"/>
	Oyster Culture	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					<input type="checkbox"/>
	Aquaculture	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Fish and Food Processing			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
COMMERCIAL	Motel							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Boat Sales, Construction and Repair							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Restaurant					<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Marina							<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Other Commercial							<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
RECREATION	Public Fishing Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>								
	Water Dependent Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>								
	Pleasure Boating	<input checked="" type="checkbox"/>	<input type="checkbox"/>								
	Camping		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Public Boat Ramp		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Park/Parkway, Other Public Access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
RESIDENTIAL	Floating Homes							<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Urban/Suburban							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Rural Low Intensity (Scattered)				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Rural Agricultural (Farm House)				<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
AGRICULTURE	Major Cultivated Crops							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Passive Agriculture							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Subsistence/Local Market Farming			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Tree Farm		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NATURAL AREAS	Estuarine and Marine Sanctuaries	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>							<input type="checkbox"/>
	Wildlife Refuges	<input checked="" type="checkbox"/>	<input type="checkbox"/>								
	Living Resource Production and Habitat	<input checked="" type="checkbox"/>	<input type="checkbox"/>								