

Grays Harbor County

2027 Comprehensive Land Use Plan

Planning Commission Draft
August 12, 2026



Table of Contents

CHAPTER 1.	INTRODUCTION	1-1
	1.1 <i>Why plan?</i>	1-1
	1.2 <i>How to use this plan</i>	1-1
CHAPTER 2.	BACKGROUND	2-1
	2.1 <i>Planning process</i>	2-1
	Public engagement	2-1
	2.1.1 Vision statement development	2-2
	2.1.2 Environmental review	2-2
	2.1.3 Development of the Comprehensive Land Use Plan.....	2-2
	2.2 <i>State planning context</i>	2-3
	2.3 <i>Regional planning context</i>	2-3
	2.3.1 Grays Harbor Council of Governments	2-4
	2.3.2 Federal and sovereign jurisdictions.....	2-4
	2.4 <i>Local planning context</i>	2-4
CHAPTER 3.	COMMUNITY VISION.....	3-1
	3.1 <i>Purpose</i>	3-1
	3.2 <i>Vision statement</i>	3-1
CHAPTER 4.	LAND USE.....	4-1
	4.1 <i>Purpose</i>	4-1
	4.2 <i>Land use goals and policies</i>	4-1
	4.3 <i>Land use designations</i>	4-3
	4.3.1 Agriculture	4-4
	4.3.2 Lake Quinault.....	4-5
	4.3.3 General Development	4-5
	4.3.4 Industrial.....	4-5
	4.3.5 Rural Development.....	4-6
	4.3.6 Rural Industrial	4-6
	4.3.7 Rural Residential.....	4-7
	4.3.8 Satsop Business Park	4-7
	4.3.9 Urban Services	4-8
	4.3.10 Mixed Use.....	4-8
	4.4 <i>Land use context and growth trends</i>	4-8
	4.4.1 Existing land use patterns	4-9
	4.4.2 Past growth trends	4-9
	4.4.3 Business and employment trends	4-10
	4.4.4 Planned population and employment growth	4-11
	4.4.5 Planned land use	4-11
	4.4.6 Land use for future needs	4-12

CHAPTER 5.	SATSOP BUSINESS PARK.....	5-1
5.1	<i>Guiding principles</i>	5-2
5.2	<i>Park goals and policies.....</i>	5-2
5.2.1	Economic development.....	5-2
5.2.2	Land use.....	5-3
5.2.3	Design and character.....	5-5
5.2.4	Infrastructure	5-5
5.2.5	Transportation.....	5-6
5.2.6	Public access and recreation	5-7
5.2.7	Environment.....	5-7
5.2.8	Site safety and security	5-8
5.3	<i>Background and existing conditions</i>	5-8
5.3.1	Master plan process	5-8
5.3.2	Key features and planning areas	5-9
5.3.3	Area-specific issues and recommendations.....	5-10
5.3.4	Summary of area-specific issues and recommendations.....	5-18
CHAPTER 6.	LAKE QUINAULT	6-1
6.1	<i>Lake Quinault goals and policies.....</i>	6-1
6.2	<i>Background and existing conditions</i>	6-4
CHAPTER 7.	HOUSING	7-1
7.1	<i>Purpose</i>	7-1
7.2	<i>Housing goals and policies.....</i>	7-1
7.3	<i>Existing housing characteristics</i>	7-2
7.3.1	Household characteristics and income distribution.....	7-2
7.3.2	Housing affordability and cost burden.....	7-3
7.3.3	Housing supply, type, and condition	7-3
7.3.4	Vacancy and housing availability.....	7-3
7.3.5	Housing costs and market trends.....	7-3
CHAPTER 8.	RESOURCE LANDS	8-1
8.1	<i>Purpose</i>	8-1
8.2	<i>Agricultural resource goals and policies</i>	8-1
8.3	<i>Forest resource goals and policies</i>	8-3
8.4	<i>Mineral resource goals and policies.....</i>	8-3
8.5	<i>Resource lands of long-term commercial significance.....</i>	8-3
8.5.1	Agricultural resource lands	8-3
8.5.2	Forest resource lands	8-4
8.5.3	Mineral resource lands.....	8-4
8.6	<i>Existing resource lands characteristics</i>	8-1
8.6.1	Agricultural resource lands	8-1
8.6.2	Forest resource lands	8-2
8.6.3	Mineral resource lands.....	8-2

CHAPTER 9.	ENVIRONMENT	9-1
9.1	<i>Purpose</i>	<i>9-1</i>
9.2	<i>Environment goals and policies</i>	<i>9-1</i>
9.3	<i>Existing environment characteristics</i>	<i>9-3</i>
9.3.1	<i>Shorelines</i>	<i>9-3</i>
9.3.2	<i>Critical areas</i>	<i>9-4</i>
CHAPTER 10.	CULTURAL RESOURCES.....	10-1
10.1	<i>Purpose</i>	<i>10-1</i>
10.2	<i>Cultural resources goals and policies.....</i>	<i>10-1</i>
10.3	<i>Existing cultural and historic characteristics.....</i>	<i>10-1</i>
10.3.1	<i>Cultural setting</i>	<i>10-1</i>
10.3.2	<i>Historic setting</i>	<i>10-2</i>
CHAPTER 11.	CIRCULATION.....	11-1
11.1	<i>Purpose</i>	<i>11-1</i>
11.2	<i>Circulation goals and policies.....</i>	<i>11-1</i>
11.3	<i>Existing circulation characteristics.....</i>	<i>11-2</i>
11.3.1	<i>Roadway network.....</i>	<i>11-2</i>
11.3.2	<i>Freight, port, and rail interface</i>	<i>11-4</i>
11.3.3	<i>Transit.....</i>	<i>11-5</i>
11.3.4	<i>Non-motorized transportation.....</i>	<i>11-5</i>
CHAPTER 12.	UTILITIES.....	12-1
12.1	<i>Purpose</i>	<i>12-1</i>
12.2	<i>Utilities goals and policies.....</i>	<i>12-1</i>
12.2.1	<i>Water and wastewater infrastructure</i>	<i>12-1</i>
12.2.2	<i>General utility facilities.....</i>	<i>12-1</i>
12.2.3	<i>Alternative energy facilities.....</i>	<i>12-2</i>
12.3	<i>Existing utilities characteristics</i>	<i>12-3</i>
12.3.1	<i>Water.....</i>	<i>12-3</i>
12.3.2	<i>Sewer.....</i>	<i>12-4</i>
12.3.3	<i>Stormwater.....</i>	<i>12-5</i>
12.3.4	<i>Energy.....</i>	<i>12-5</i>
12.3.5	<i>Electrical and telecommunication.....</i>	<i>12-5</i>
CHAPTER 13.	REFERENCES.....	13-1
CHAPTER 14.	ACRONYMS AND DEFINITIONS	14-1
14.1	<i>Acronyms</i>	<i>14-1</i>
14.2	<i>Definitions.....</i>	<i>14-2</i>

FIGURES

Figure 5-1. Satsop Zone Districts	5-4
Figure 5-2. Planning Areas	5-10
Figure 5-3. Circulation Map	5-12
Figure 5-4. Potential Recreation	5-15
Figure 5-5. Area 8 Greenbelt Buffer.....	5-26
Figure 8-1. Agricultural Resource Lands	8-6
Figure 8-2. Forest Resource Lands	8-7
Figure 8-3. Mineral Resource Lands.....	8-8
Figure 9-1. Critical Aquifer Recharge Area.....	9-6
Figure 9-2. Potential Fish and Wildlife Habitat	9-9
Figure 9-3. Wetlands and Frequently Flooded Area.....	9-10
Figure 9-4. Landslide and Erosion Hazard.....	9-11
Figure 9-5. Seismic and Tsunami Hazard	9-12

TABLES

Table 4-1. Land Use Designations and Implementing Zone Districts	4-4
Table 4-2. Total Population in Unincorporated and Incorporated County, 1970 to 2024	4-10
Table 4-3. Average Annual Population Growth Rate by Jurisdiction, 2015 to 2024.....	4-10
Table 4-4. Businesses and Employment: Grays Harbor County, Second Quarter 2025	4-11
Table 4-5. Summary of Planned Land Use	4-12
Table 4-6. Undeveloped Land and Use Need by Land Use Designation	4-13
Table 5-1. Total Population in Unincorporated and Incorporated County, 1970 to 2024	5-18
Table 5-2. Area 1 Full Build-out Scenario.....	5-19
Table 5-3. Area 2 Full Build-out Scenario.....	5-20
Table 14-1. Site Class Index.....	14-4

APPENDICES

Appendix A. Comprehensive Plan Land Use Maps

Chapter 1. Introduction

1.1 *Why plan?*

The 2027 Comprehensive Land Use Plan provides an overview of where the community is today and guidance for where it is going in the future. It describes existing conditions, identifies trends, establishes a community vision, and guides future land use decisions. This plan provides Goals and Policies to guide land use decisions, ensuring they are aligned with community goals and consistent with the applicable requirements of state law.

A comprehensive plan, including a land use element is a minimum requirement under state law (Planning Enabling Act, Revised Code of Washington [RCW] 36.70) required for Grays Harbor County (the County) to enact zoning and other regulatory controls. The 2027 Comprehensive Land Use Plan serves as the land use element of the County's comprehensive plan and provides the legally required policy foundation for the County's zoning and development regulations. In addition to meeting minimum statutory requirements, the Comprehensive Land Use Plan also provides additional benefits to the community including:

- Guiding decisions over time and providing stability and predictability during transitions in elected leadership or government staff.
- Providing an opportunity to consider and coordinate land use decisions with regional impact, such as utilities, community services, and transportation infrastructure.
- Allowing the community to identify and proactively address land use issues and trends shaping the community.
- Supporting grant applications by documenting community needs and public support for projects and improvements.

1.2 *How to use this plan*

This plan is intended to assist in the evaluation of land use-related requests and provides the basis for development regulations for various types of development. It establishes policies used to evaluate land use decisions. Land use decisions subject to this plan include zoning amendments (rezones), planned unit developments, subdivisions, adoption or amendment of development regulations and decisions involving the County's substantive authority under the State Environmental Policy Act (SEPA). In addition, this plan provides the policy foundation for interpretation of zoning and development regulations when additional clarity is needed or questions arise.

Chapter 2. Background

Grays Harbor County maintains a comprehensive plan that includes a land use element and a transportation element originally adopted more than 50 years ago. Although not required to adopt a new or updated land use element for the plan, the County voluntarily participated in this planning process to reflect current community needs. The 2027 Comprehensive Land Use Plan is the land use element intended to guide growth in unincorporated Grays Harbor County in a manner consistent with community goals and applicable state law.

2.1 Planning process

The comprehensive land use planning process established a community vision and developed a framework of goals, policies, and land use designations to guide future development and decision-making. The plan will guide future zoning, permitting, and subdivisions, and will be implemented through updates to development regulations. The process has included preparation of alternative growth scenarios, evaluation of environmental impacts, and iterative refinement of policies and land use designations based on technical analysis and public engagement.

Public engagement process

The County conducted a broad outreach effort that included an online community survey, in-person events, workshops, briefings, and public comment opportunities. These efforts invited participants to identify the county's strengths and challenges, as well as their desired future outcomes related to land use, housing, economic development, natural resource protection, transportation, and quality of life. Feedback gathered through these activities provided the foundation for defining a community vision. In parallel with public outreach, the County engaged the Planning Commission, local jurisdictions, Tribal partners, and other stakeholders.

Public engagement for this plan included a total of 579 people, including four in-person events with 53 attendees, 1 comment writing workshop with 50 attendees, 526 online survey responses, and 142 public comments on the Draft Environmental Impact Statement (EIS). Public input highlighted the county's strong sense of community, rural lifestyle, and access to outdoor recreation as its most valued strengths, while concerns centered on limited job opportunities and industry diversity, maintenance of public facilities, public safety, and access to critical services.

Public feedback emphasized preserving the county's rural character while expanding affordable and diverse housing options and supporting job growth and economic revitalization. Participants also prioritized improvements to public infrastructure and services, protection of natural resources and wildlife, enhanced public safety and homelessness solutions, and more community gathering spaces, particularly those serving youth. In addition, respondents expressed strong interest in expanded transportation choices, improved internet connectivity, thoughtful tourism and coastal development, and greater government transparency with reduced regulatory burden.

2.1.1 Vision statement development

The vision statement was developed through a structured, community-driven visioning process designed to identify shared values, priorities, and aspirations for the future of the county and to ensure that the Comprehensive Land Use Plan reflects the perspectives of residents, stakeholders, and partner agencies.

Draft vision language was developed by staff and refined through Planning Commission discussions, where revisions were made to better reflect community priorities, including preserving rural character, supporting agriculture, enhancing recreation opportunities, and maintaining the county's unique identity.

This iterative process ensured that the vision statement was both community-informed and policy-relevant. The final vision statement was adopted in November 2025 and serves as the foundation for the goals, policies, and implementation strategies in this Comprehensive Land Use Plan. It reflects a balance between maintaining the qualities that define Grays Harbor County and planning for future growth and opportunity, and it establishes a framework for ongoing community-guided decision-making.

2.1.2 Environmental review

The County completed the environmental review for the Comprehensive Land Use Plan in accordance with the Washington SEPA. A Determination of Significance was issued on July 17, 2025, indicating that the proposed plan may result in probable significant adverse environmental impacts and requiring preparation of an EIS.

As part of the SEPA EIS, the County conducted a formal scoping period from July 17 through August 22, 2025, to gather input on the range of alternatives, issues, and environmental impacts to be analyzed.

A Draft EIS was issued in May 2026, providing a programmatic, area-wide evaluation of the probable environmental impacts associated with the Comprehensive Land Use Plan and analyzing a range of reasonable growth alternatives.

The environmental review process:

- Identified and evaluated probable environmental impacts
- Compared a range of reasonable alternatives
- Identified mitigation measures to avoid or minimize impacts
- Provided information to decision makers, agencies, tribes, and the public

The Draft EIS was circulated for public review and comment. A Final EIS was subsequently issued in XXXXX 2026, incorporating responses to comments and providing the basis for adoption of the 2027 Comprehensive Land Use Plan.

2.1.3 Development of the Comprehensive Land Use Plan

The Comprehensive Land Use Plan was developed through an iterative process that integrated technical analysis, environmental review, and public input to establish a coordinated framework for future growth and development in unincorporated Grays Harbor County. The plan establishes a parcel-based land use map and a coordinated set of Goals and Policies to guide future development, zoning, and subdivisions

through the year 2037. Following environmental review and consideration of public and agency input, the County selected a preferred alternative that best addresses the community vision and plan objectives. The selected alternative formed the basis of the Comprehensive Land Use Plan, including the adopted land use designations, policies, and implementation strategies. The preferred alternative balances projected population growth with the protection of natural resources, maintenance of rural character, and provision of infrastructure, housing, and economic opportunities.

Public review and comment were incorporated throughout the plan development, including during environmental review and draft plan stages. Input received from residents, agencies, tribes, and stakeholders helped refine the land use map, policies, and overall approach to growth and development.

2.2 State planning context

Washington State Planning Enabling Act (RCW 36.70) establishes the statewide framework for local land use planning by cities and counties, including requirements to establish a planning agency, adopt a comprehensive plan, and adopt development regulations. To adopt zoning and other official controls, counties must, at a minimum, adopt a comprehensive plan that includes a land use element and a transportation element. Development regulations and zoning, (“official controls”) must be consistent with the comprehensive plan.

Washington’s Growth Management Act (GMA) (RCW 36.70A) establishes additional planning requirements for counties and cities that are required, or choose, to fully plan under the GMA. Under RCW 36.70A.040, only counties meeting specified growth and population thresholds are required to fully plan. The county does not meet these thresholds and is recognized by the Washington Department of Commerce as one of Washington’s partially planning counties. As a partially planning jurisdiction, the County is required to designate and protect critical areas and designate resource lands, but is not required to implement other GMA requirements applicable to fully planning jurisdictions, such as expanded comprehensive plan elements, transportation concurrency, and the use of Washington State Office of Financial Management (OFM) population forecasts.

Although many GMA planning requirements do not apply to the county, several of the GMA planning goals provide relevant guidance for the County’s plan and code update. These include protecting property rights, ensuring timely and fair permit review, supporting natural resource industries, and protecting environmental quality. The County regulates critical areas and natural resource lands consistent with state statutes and Department of Commerce guidance. These protections are implemented through the County’s Critical Areas Protection Ordinance (CAPO) (Grays Harbor County Code [GHCC] 18.06) and Natural Resource Lands Ordinance (GHCC 18.10).

2.3 Regional planning context

Regional planning in the county is also shaped by a network of intergovernmental frameworks that coordinate transportation, economic development, and land use strategies. These partnerships support alignment among local jurisdictions, tribal governments, state agencies, and regional partners, ensuring

that infrastructure investment, economic priorities, and growth management reflect shared objectives and comply with state and federal requirements.

2.3.1 Grays Harbor Council of Governments

The Grays Harbor Council of Governments (GHCOG) serves as a regional coordinating body for planning, transportation, and economic development priorities. Members include cities, the Quinault Indian Nation, the Port of Grays Harbor (the Port), Grays Harbor Transit, and the County.

GHCOG participates in the Southwest Washington Regional Transportation Planning Organization (SWRTPO), which serves as the state-designated regional transportation planning organization and coordinates transportation planning across Cowlitz, Lewis, Pacific, Wahkiakum, and Grays Harbor counties. SWRTPO develops regional transportation plans, improvement programs, and trail systems that influence land use and infrastructure decisions.

While the County is not part of a federally designated Metropolitan Planning Organization, this structure fulfills regional transportation planning obligations under the GMA and federal transportation requirements administered by the Federal Highway Administration and Federal Transit Administration.

2.3.2 Federal and sovereign jurisdictions

Federal and sovereign jurisdictions comprise a large portion of the county, as described in the following subsections.

Federal lands

A portion of Olympic National Park extends into northern Grays Harbor County. County land use designations and development regulations do not apply within Olympic National Park boundaries. Coordination with the National Park Service occurs through federal planning processes, intergovernmental consultation, and project-level environmental review, rather than through local land use approvals. The park operates under federal jurisdiction and is governed by National Park Service planning documents, including its General Management Plan, which directs resource protection, wilderness management, visitor use, and facility planning.

Tribal lands

The Quinault Indian Nation and the Confederated Tribes of the Chehalis Reservation exercise sovereign authority over reservation land use. Coordination with tribal governments occurs through intergovernmental consultation, including planning, environmental review, and cultural resource coordination.

2.4 Local planning context

The 2027 Comprehensive Land Use Plan guides land use and development in the unincorporated county and provides the legally required policy foundation for zoning and development regulations. The Grays Harbor County Comprehensive Plan consists of a land use element, transportation element, capital facilities element, comprehensive flood hazard management plan, parks element, and utilities element,

and is coordinated with the County’s Shoreline Master Program (SMP). Cities are not subject to the County comprehensive plan, zoning, or development regulations.

This document replaces the comprehensive plan land use element adopted in approximately 1970, which included planning for the cities as well as the unincorporated county area. It was amended multiple times between its initial adoption and 2009 to adopt more specific land use policies and designations for subareas of the county including the Montesano area; agricultural rural and industrial lands in the east county; Lake Quinault area; Satsop Business Park; and Damon Point.

In addition to the Comprehensive Land Use Plan, the local planning framework includes zoning and development regulations adopted to comply with state mandates for shorelines (RCW 90.58), growth management (RCW 36.70A), and SEPA (RCW 43.21C). These include shoreline management overlay (GHCC 17.56.170), CAPO (GHCC 18.06), Natural Resource Lands (GHCC 18.10), and SEPA procedures (GHCC 18.04).

This plan builds on the base provided by the previous plans and provides updated guidance to address changing technologies, development patterns, and uses not anticipated or previously addressed.

Chapter 3. Community Vision

3.1 Purpose

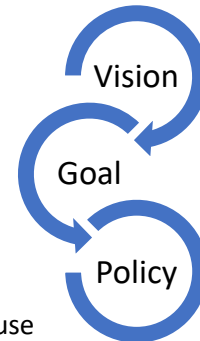
Comprehensive planning is a process that determines community goals and aspirations in terms of community development. The vision statement provides the overall desired future state for the community, acting as a “north star” for land use Goals and Policies in this plan.

3.2 Vision statement

This plan translates the community vision into specific goals, policies, and land use designations that guide future development, infrastructure planning, and resource protection. The vision emphasizes balancing growth and resource protection by directing development to appropriate locations while preserving rural character and the county’s natural environment.

The following is the vision statement for this plan:

Grays Harbor County will be a vibrant community that preserves its rural character and local identity while embracing new opportunities and well-planned growth. As a gateway to Washington’s pristine coastal beaches and the scenic Olympic Peninsula, we highly value our beautiful natural surroundings and recognize the importance of balancing land uses to protect agriculture and environmentally sensitive areas while supporting development. A variety of housing options, living wage jobs, and shops, services and community spaces will make Grays Harbor County a pleasant and thriving place to live, work, visit and play. A mix of vehicle, bicycle, pedestrian, and transit options will provide efficient and accessible connections throughout the area. We will achieve our vision through community-guided decision making, by working closely with residents, businesses, and project partners.



Chapter 4. Land Use

4.1 Purpose

The Land Use chapter of the 2027 Comprehensive Land Use Plan guides growth in the county. It establishes the Comprehensive Land Use Map, Land Use Designations and associated designation criteria, and general Goals and Policies that guide zoning and development regulations ensuring that they meet the intent and objectives of the Vision. Additional Goals and Policies related to specific topics, including housing, resource lands ,and transportation are located in other chapters.

The purpose of this chapter is to accomplish the following:

- Implement the community’s vision for future land uses and zoning
- Ensure sufficient capacity and space for existing and future residents and businesses

4.2 Land use goals and policies

Goal LU-1 Land use designations and zoning support a vibrant community that preserves its rural character and local identity.

- Policy LU-1.1 Land use designations should maintain existing land use patterns and densities that preserve rural character, agricultural lands, established rural neighborhoods, and rural centers. Urban level development should be directed to areas with existing or planned infrastructure and away from areas with significant natural hazards, critical areas, and resource lands intended for long-term conservation and productive use.
- Policy LU-1.2 Ensure sufficient, suitably designated and zoned land is available to meet anticipated housing and employment needs through 2037. This may include varied densities and housing types suitable for all family sizes and ample commercial/employment areas to support a robust local economy.
- Policy LU-1.3 Reduce residential conflicts with farming and resource production by establishing minimum lot-sizes of at least 5 acres on lands adjacent to resource lands.
- Policy LU-1.4 Require development that generates odors, noise, dust, or vibrations to incorporate best management practices to minimize impacts to adjacent residential neighborhoods.

Goal LU-2 Embrace new opportunities, living wage jobs, and well-planned growth.

- Policy LU-2.1 Allow uses that support a diverse, year-round economy and living wage jobs while safeguarding established neighborhoods and the quality of the environment.

- Policy LU-2.2 Direct urban level development, employment centers, and large-scale commercial and industrial uses to areas with existing or planned infrastructure to minimize the costs of construction, service, and maintenance for the residents, property owners, businesses, and public agencies.
- Policy LU-2.3 Direct industrial uses to the Industrial and Satsop Business Park designations with access to transportation and utilities. Discourage industrial uses elsewhere.
- Policy LU-2.4 Direct urban level development to Urban Services, Mixed Use, and incorporated areas. Discourage urban level development elsewhere.
- Policy LU-2.5 Land use decisions shall consider physical suitability, including soils, slopes, hazards, and environmental constraints. Direct growth and urban level development to areas with few natural hazards to protect people and property.
- Policy LU-2.6 Development shall occur only where adequate public facilities are available or can be provided concurrent with development. Developers shall pay for required improvements.
- Policy LU-2.7 Encourage clustering of residential structures to minimize development impacts, to encourage appropriate use of constrained building sites, and reduce development costs. The overall density allowed within the designation shall be maintained within the residential cluster.
- Policy LU-2.8 Update development regulations to address emerging technologies, innovative enterprises and businesses while:
- a. Prioritizing uses that support local and regional needs and provide living wage jobs.
 - b. Discouraging commercial and industrial uses that require large land areas, high water or electrical use, and provide few living wage jobs.
- Policy LU-2.9 Ensure that data center development occurs in a manner that protects long-term water resources, utility reliability and community needs.
- a. Require demonstration of sufficient electrical, water, wastewater, and telecommunications capacity prior to approval of major data center facilities.
 - b. Ensure that infrastructure improvements necessary to serve data center facilities are funded by development proponents and do not adversely affect service levels for existing customers.
- Policy LU 2.10 Establish clear and objective development standards that support local needs, encourage business diversity, and stimulate regional growth.
- Policy LU-2.11 Land use designations should have simple and regular boundaries, following property lines wherever possible. Avoid isolated land use designations that are inconsistent with surrounding designations.

Goal LU-3 Encourage variety of shops, services and community spaces to provide for local and regional needs.

- Policy LU-3.1 Encourage a diverse mix of uses in areas designated Rural Development to encourage businesses that serve rural neighborhoods consistent with natural site limitations and availability of public services and facilities.
- Policy LU-3.2 Develop a mixed-use zone district to implement the Urban Services and Mixed Use land use designations that allow for a variety of local and regional serving uses and employment opportunities.
- Policy LU-3.3 Allow property owners in residential areas to operate commercial activities that do not impact neighboring property owners such as bed and breakfast inns, farm stands, and small, homebased businesses.
- Policy LU 3.4 Provide for small-scale Rural Industrial uses such as woodcraft or milling, firewood cutting and sales, and shellfish processing in the rural areas of the county that are primarily dependent on the natural resources derived from the rural and resource areas.

Goal LU-4 Encourage community-guided decision making by involving citizens in the planning process and coordinating among communities, jurisdictions, and Tribal governments to address shared interests and resolve conflicts.

- Policy LU-4.1 Offer opportunities for the public and stakeholders to provide feedback to staff and appointed and elected officials through public meetings, workshops, and comment periods.
- Policy LU-4.2 Work cooperatively with the cities, the Port and other regional partners to accomplish shared goals
- Policy LU-4.3 Maintain regular communication with other communities, agencies and jurisdictions to avoid conflict and to facilitate coordinated approaches to common or overlapping interests and issues.
- Policy LU-4.4 Promote community-wide responsibility for governance by encouraging and supporting citizen participation on boards and commissions.
- Policy LU-4.5 Coordinate development in Urban Services designated areas with the adjacent City providing services. Coordination should address service provision, zoning and development standards, future annexation, infrastructure planning, and other intergovernmental issues as appropriate.

4.3 Land use designations

This section describes land use designations and establishes designation criteria consistent with the Land Use Goals and Policies in this chapter. Land use designation maps are found in Appendix A.

Table 4-1 summarizes the land use designations and zoning districts the relationship between land use designations and implementing zoning districts.

Table 4-1. Land Use Designations and Implementing Zone Districts

Land Use Designation	Zone District
Agriculture	Agricultural lands (Ag-1 and Ag-2)
Lake Quinault	Lake Quinault (LQ)
Mixed Use	General Commercial (GC), New Mixed Use Zone, Restricted Residential (R-1), General Residential (R-2) or Resort Residential (R-3)
General Development	General Development (G-5)
Industrial	Light Industrial (I-1) or Industrial District (I-2)
Rural Industrial	Light Industrial (I-1) or Industrial District (I-2)
Rural Development	General Development (G-1), General Commercial (GC), Rural Residential (RR), General Development (G-5)
Rural Residential	Rural Residential District (RR), R-1 or R-2
Satsop Business Park	Satsop Multi-use (SM), Satsop Development (SD)
Urban Services	Restricted Residential (R-1), General Residential (R-2) or Resort Residential (R-3), General Commercial (GC), Light Industrial (I-1) or Industrial District (I-2)

4.3.1 Agriculture

Description

The Agriculture designation preserves and promotes the commercial production of horticulture, viticulture, floriculture, dairy, apiary, vegetable, and animal products, or the food and fiber for the consumption of livestock, and other products, processes, and facilities normally associated with farming. In addition to agricultural production, this designation allows accessory and secondary uses that support the economic viability of farms, such as farmworker housing, production and sales of agricultural products, agricultural tourism such as farm tours and u-pick operations, and small-scale events such as farm-to-table dinners. ***Residential density ranges from one dwelling unit per 20 acres or larger to one dwelling unit per 10 acres.***

Designation criteria

1. Parcels at least 10 acres in size located outside of Mixed Use, Urban Services, Industrial, Rural Development and Rural Residential that are designated as agricultural resource lands of long-term commercial significance (reference Chapter 8); and
2. Parcels smaller than 10 acres in size that are adjacent to lands designated Agriculture and are designated as agricultural resource lands of long-term commercial significance (reference Chapter 8).

4.3.2 Lake Quinault

Description

The Lake Quinault designation encompasses the entire planning areas associated with Lake Quinault. It recognizes a broad mix of land uses distributed throughout the four unincorporated communities of Neilton, Amanda Park, North Shore, and South Shore. Uses include residential, commercial, manufacturing, public, and resource-based activities. ***Residential density ranges from one dwelling per 2 acres up to 7.5 dwelling units per acre.***

Designation criteria

All privately-owned lands not under Federal or Tribal land use jurisdiction within the plan boundaries shown on the Comprehensive Land Use Plan map and described as follows:

- Township 22 North, Range 9 West of the Willamette Meridian;
- Township 22 North, Range 10 West W. M.;
- Township 23 North, Range 9 West W. M.; and
- Township 23 North, Range 10 West W. M.

4.3.3 General Development

Description

The General Development designation provides for rural lifestyles on lots of 5 acres or larger in areas with limited infrastructure or with natural hazards or environmentally critical areas. Primary uses include residential, agricultural, forestry, and small-scale commercial uses. ***Residential density range is 1 dwelling unit per 5 acres or larger.***

Designation criteria

Areas that meet the following criteria:

- a. Currently designated General Development Area or General Development; or
- b. Zoned General Development Five District (G-5); or
- c. Developed predominantly with lot-sizes of 5 acres or more; and
- d. Not located within a water or sewer system service area; and
- e. Not designated Agriculture.

4.3.4 Industrial

Description

The Industrial designation provides for the storage and processing of raw materials, and storage, movement, manufacture, and fabrication of products. Secondary uses include offices, technology, warehousing, trucking, and wholesale establishments.

Designation criteria

Areas meeting the following criteria:

- a. Located within water and sewer service area boundaries not provided by a city; and
- b. Zoned Light Industrial (I-1) or Industrial District (I-2) on the date of adoption of the plan; and
- c. Not designated Rural, Residential, or Natural by the SMP; or
- d. Areas adjacent to the industrial designation that meet Criteria a and c that are served by public services, utilities, and infrastructure adequate to support the proposed use.

4.3.5 Rural Development

Description

The Rural Development designation recognizes concentrations of small-scale commercial uses and residential areas developed with lot-sizes averaging less than 5 acres. In some cases, they include public uses such as a fire hall or post office. Typically, they are located at crossroads of county roads, state routes, or major arterials. They are smaller in size and intensity than Mixed Use and are intended to help meet existing and future commercial needs of the larger surrounding neighborhood. Areas such as Copalis, Humptulips, Porter, and Malone are examples of Rural Development areas. ***Residential density ranges from one dwelling unit per 5 acres to one dwelling unit per acre.***

Designation criteria

Areas that meet the following criteria:

- a. Located within water service area boundaries not provided by a city; and
- b. Zoned General Commercial District (GC); General Development One District (G-1); Restricted Residential District (R-1); Rural Residential (RR); General Residential District (R-2) or Resort Residential (R-3) on the date of adoption of the plan; and
- c. Developed with a concentration of neighborhood-serving businesses and dwellings on lots smaller than 5 acres; and
- d. Not within Special Flood Hazard Areas (SFHAs) or critical areas; and
- e. Not designated Rural or Natural by the SMP.

4.3.6 Rural Industrial

Description

The Rural Industrial designation is intended to support the production of agricultural, forest, and aquatic products by allowing processing facilities, limited direct resource sales, and limited natural resource support services. Examples of typical uses include sawmills, agricultural or forest industry equipment maintenance, agricultural processing plants, seafood processing, and onsite sales.

Designation criteria

Areas that meet the following criteria:

- a. Zoned industrial (I-1 or I-2) on the date of adoption of the plan; and
- b. Not located within a sewer service area; and

- c. Not designated Agriculture; and
- d. Not adjacent to Rural Residential designation; and
- e. Not designated Rural, Residential or Natural by the SMP; or
- f. Areas adjacent to areas designated Rural Industrial that meet criteria b-e, are outside of SFHA and critical areas; served by public services, utilities and infrastructure adequate to support the proposed use; and can be developed in a manner that minimizes impacts to adjacent rural uses.

4.3.7 Rural Residential

Description

The Rural Residential designation allows for a variety of residential densities while protecting rural lifestyles. The Rural Residential designation recognizes existing predominantly residential neighborhoods developed with lot-sizes of less than 5 acres that are supported by public services and facilities including roads, fire districts, schools, public or private water systems, and other utilities. Rural Residential areas are located to minimize conflicts with agricultural, mineral, forest, rural industrial uses, and hazardous areas. ***Residential densities range from one dwelling unit per acre to six dwelling units per acre.***

Designation criteria

- a. Located within the water service area of a public or private water system; and
- b. Zoned Rural Residential District (RR), Restricted Residential District (R-1), General Residential District (R-2) or Resort Residential (R-3) on the date of adoption of the plan; and
- c. Developed primarily with residential uses on lots between 1 and 5 acres in size; and
- d. Not designated Natural by the SMP; and
- e. Not designated or adjacent to Agriculture designation; and
- f. Not within SFHA; and
- g. Served by road network meeting minimum standards; and
- h. Capable of being served by roads, schools and fire protection services without requiring substantial new public investment.

4.3.8 Satsop Business Park

Description

The Satsop Business Park designation provides economic opportunities and jobs in an ecologically sensitive way, while balancing economic development with environmental protection, habitat conservation, and sustainable forest management. It serves as a regionally significant employment and industrial center for the county with a wide range of industrial, technology, and office uses in a master planned setting. The designation includes both developed employment areas and surrounding multi-use lands that support infrastructure, forest management, habitat conservation, and recreational uses. Secondary uses include forestry, parks, open space, recreation, and public educational uses.

Development and land use within the Park are guided by the Satsop Business Park Master Plan and are intended to balance economic development with environmental protection and long-term resource management. The Park is currently owned and operated by the Port.

Designation criteria

Designation criteria are lands within the Satsop Business Park. Refer to Chapter 5, Satsop Business Park.

4.3.9 Urban Services

The Urban Services designation is intended to provide centers for commercial services, industrial, and residential uses within city utility service areas. Development within the Urban Services designation requires interjurisdictional coordination to ensure that development is timed, phased, and designed consistent with City planned uses, densities, and infrastructure standards. ***Densities range from one dwelling unit per acre to 20 dwelling units per acre.***

Designation criteria

Unincorporated areas within city water and sewer service boundaries, or areas that cities have identified as potential annexation areas in the city comprehensive plans.

4.3.10 Mixed Use

Description

The Mixed Use designation is intended to serve as the major centers of rural commercial activity and residential development in the unincorporated county area. These areas are served by public water and wastewater systems and characterized by an existing mix of residential, commercial, and tourist serving uses. ***Residential densities range from 1 dwelling unit per acre to 20 dwelling units per acre.***

Designation criteria

Areas that meet the following criteria:

- a. Located within water and sewer service area boundaries not provided by a city; and
- b. Zoned General Commercial District (GC); Restricted Residential District (R-1), General Residential District (R-2) or Resort Residential (R-3) on the date of adoption of the plan; and
- c. Not within SFHA or critical areas; and
- d. Not designated Rural or Natural by the SMP; or
- e. Areas adjacent to the Mixed Use designation that meet Criteria a, c, and d that are within walking distance of transit facilities and, where possible, in close proximity to medical facilities, libraries, parks, and recreational amenities.

4.4 Land use context and growth trends

This section describes the land use patterns and growth trends that shape the Goals and Policies in this plan.

4.4.1 Existing land use patterns

The county's land use pattern is shaped by its extensive natural resource base, including commercial forestlands and agricultural areas, river systems, and coastal environments. The predominantly resource-based land use pattern is interspersed with Rural Residential development, small rural centers, cities, and coastal communities. Local communities vary in character, with areas in the central and eastern county functioning as year-round population centers and coastal communities influenced by seasonal or recreational use.

Low-density residential development, agricultural activities, and natural landscapes define much of the county's identity. Most existing development is concentrated along the coast and within the lower river valleys, where slopes are gentler and infrastructure is present. The Chehalis and Hoquiam River valleys are among the most developed areas of the county. Outside these areas, development is generally low-density and dispersed, shaped by historical settlement patterns, infrastructure availability, transportation access, and natural resource uses. This rural and resource-based land use pattern helps preserve the rural lifestyle, supports natural systems, and sustains the agricultural, forestry, and other resource-based activities important to the community's character and economy.

Recent growth has occurred at a modest pace and is generally concentrated in areas with existing infrastructure and services. In rural portions of the county, development tends to occur incrementally, often on individual parcels rather than as part of larger, coordinated developments. Future growth patterns will likely continue to reflect infrastructure availability, market demand, and environmental features including critical areas, floodplains, and resource lands.

4.4.2 Past growth trends

Historical population trends indicate that the county has experienced modest but steady long-term growth (OFM 2025). The total population increased from 59,553 in 1970 to 77,400 in 2024, reflecting an average annual growth rate of approximately 0.6 percent (%), or about 6% per decade. More recent trends show continued growth, with an increase of 4,290 residents between 2015 and 2024 (Table 4-2).

Population change over the past decade has been influenced by broader economic and social conditions. Growth slowed following the 2008–2010 recession and remained relatively modest through 2020. After the onset of the COVID-19 pandemic, growth accelerated, resulting in higher-than-average increases between 2020 and 2024. Despite these fluctuations, the overall growth rate has remained consistent with long-term trends.

Population distribution reflects the county's settlement pattern, with 62% of residents living within incorporated cities and 38% in unincorporated areas. While individual cities such as Aberdeen, Hoquiam, and Ocean Shores serve as key population centers, the unincorporated area as a whole contains more residents than any single city.

Growth rates vary across jurisdictions. Several smaller cities—including Elma, McCleary, Ocean Shores, and Westport—have grown faster than the county average in recent years. In particular, Ocean Shores, McCleary, and Westport have exhibited increasing growth rates, suggesting the potential for continued above-average growth in these communities (Table 4-3). These historical growth patterns provide the

basis for the population and employment assumptions used in the land use needs analysis and future growth projections described later in this chapter.

Table 4-2. Total Population in Unincorporated and Incorporated County, 1970 to 2024

Jurisdiction	1970	1980	1990	2000	2010	2015	2020	2024
Unincorporated County	20,836	24,627	24,603	26,245	28,438	28,475	28,675	29,420
Aberdeen	18,489	18,739	17,050	16,290	16,896	16,780	16,890	17,100
Cosmopolis	1,599	1,575	1,545	1,545	1,649	1,640	1,695	1,680
Elma	2,227	2,720	2,420	3,050	3,107	3,135	3,410	3,505
Hoquiam	10,466	9,719	9,020	8,820	8,726	8,575	8,540	8,800
McCleary	1,265	1,419	1,515	1,530	1,653	1,680	1,815	2,085
Montesano	2,847	3,247	3,270	3,575	3,976	4,095	4,175	4,135
Oakville	460	537	580	700	684	685	695	720
Ocean Shores	Not Available	1,777	2,262	3,270	5,569	5,935	6,690	7,630
Westport	1,364	1,954	1,935	2,075	2,099	2,110	2,135	2,325
Total Population	59,553	66,314	64,200	67,100	72,797	73,110	74,720	77,400

Source: OFM 2025.

Table 4-3. Average Annual Population Growth Rate by Jurisdiction, 2015 to 2024

Jurisdiction	2010-2015	2015-2020	2020-2024	Average Annual Growth Rate 2015-2024
Unincorporated County	0.0%	0.1%	0.5%	0.3%
Aberdeen	-0.1%	0.1%	0.2%	0.2%
Cosmopolis	-0.1%	0.7%	-0.2%	0.2%
Elma	0.2%	1.8%	0.6%	1.2%
Hoquiam	-0.3%	-0.1%	0.6%	0.3%
McCleary	0.3%	1.6%	3.0%	2.5%
Montesano	0.6%	0.4%	-0.2%	0.1%
Oakville	0.0%	0.3%	0.7%	0.5%
Ocean Shores	1.3%	2.5%	2.8%	3.0%
Westport	0.1%	0.2%	1.8%	1.0%
Total Population	0.1%	0.4%	0.7%	0.6%

Source: OFM 2025.

4.4.3 Business and employment trends

The county's economy is diverse, with approximately 1,720 business establishments employing nearly 17,000 workers as of 2025 (Jacobs 2026). Employment patterns are influenced by seasonal variation, particularly with higher job levels during summer months due to tourism.

Employment is distributed across a range of sectors, with the largest shares in:

- Trade, transportation, and utilities (approximately 20 to 21% of jobs);
- Education and health services (20%); and
- Leisure and hospitality (15 to 17%).

Other significant sectors include manufacturing and construction, reflecting the county's mix of resource-based industries, service sectors, and tourism-related activity. This balanced economic structure supports a range of employment opportunities but also contributes to seasonal variability in job levels and income. Business and employment by industry sector are shown in Table 4-4.

Table 4-4. Businesses and Employment: Grays Harbor County, Second Quarter 2025

Industry Sector	Businesses		Employment	
	Sector Total	Percent Total	Total Jobs	Percent Total
Natural resources and mining	104	6%	670	4%
Construction	222	13%	1,447	9%
Manufacturing	96	6%	2,436	14%
Trade, transportation, and utilities	338	20%	3,504	21%
Information technology	31	2%	94	1%
Financial activities	146	8%	756	4%
Professional and business services	209	12%	1,193	7%
Education and health services	188	11%	3,303	20%
Leisure and hospitality	261	15%	2,812	17%
Other services	125	7%	639	4%
Total, all industries	1,720	100%	16,854	100%

4.4.4 Planned population and employment growth

Future growth is expected to generally follow historical trends, with modest increases in both population and employment. The Comprehensive Land Use Plan assumes an annual population growth rate of approximately 0.7% in the unincorporated county over the planning period.

Based on this assumption, the unincorporated population is projected to increase by approximately 3,010 residents, reaching 32,430 by 2037. Housing would increase by approximately 1,260 dwelling units and employment growth would add approximately 1,800 jobs during the same period.

This level of growth reflects continued, steady development rather than rapid expansion, consistent with long-term historical patterns and the county's rural and resource-based character.

4.4.5 Planned land use

Planned land use in the county is characterized by a predominance of rural and resource-oriented designations. Approximately 70% of the county's land area is designated under the Comprehensive Land Use Plan, while the remaining 30% is under federal, state, tribal, or municipal jurisdiction.

Of the land designated in the Plan:

- General Development accounts for the vast majority (approximately 79%), reflecting the dispersed rural development pattern in unincorporated areas.
- Agriculture (9.4%) and the Lake Quinault designations (about 9%) represent significant portions of land dedicated to resource use and environmental protection.
- Other designations—including Rural Residential, Rural Industrial, Mixed Use, and Urban Services—collectively represent a small share of total designated land.

This distribution highlights the county’s rural character, the importance of natural resource lands, and the relatively limited extent of more intensive development areas. Acreages by land use designation are summarized in Table 4-5.

Table 4-5. Summary of Planned Land Use

Land Use Designation	Acres	Percent of Total
Agriculture	74,271	9.4%
General Development	628,366	79.2%
Lake Quinault	72,879	9.2%
Mixed Use	2,012	0.25%
Rural Development	3,415	0.43%
Rural Industrial	1,973	0.25%
Rural Residential	6,485	0.82%
Satsop Business Park	1,760	0.22%
Urban Services	2,433	0.31%
Total	793,594	100.0%

Note: Percentages may not total exactly due to rounding.

4.4.6 Land use for future needs

A comparison of land use needed for growth and available undeveloped land indicates that the county has a substantial supply of undeveloped land to accommodate planned growth. Approximately 73,685 acres of undeveloped land have been identified across various land use designations.

The Comprehensive Land Use Plan includes sufficient acreage in each land use category to accommodate anticipated residential, commercial, and industrial development through the planning horizon. Analysis of land need compared to available land supply demonstrates that designated lands exceed the acreage required to meet projected land use needs. This surplus capacity provides flexibility in accommodating development, supporting market choice, and ensuring adequate land for planned growth.

Table 4-6 compares the amount of vacant land designated within each land use category with the acreage needed to accommodate planned growth.

Table 4-6. Undeveloped Land and Use Need by Land Use Designation

Land Use Designation	Undeveloped Acres ^[a]	Acres Needed, 2027–2037	Dwellings, 2027-2037
Agriculture	18,427	176	11
General Development	48,499	1,842	369
Lake Quinault	837	8	4
Rural Development	822	137	65
Rural Industrial	857	0	0
Rural Residential	1,647	425	104
Satsop Business Park	776	256	0
Urban Services	572	383	192
Mixed Use	1,246	43	516
Total	73,685	3,270	1,261

^[a] Assessor Land Use Code 91 - Undeveloped Land, 2025.

Chapter 5. Satsop Business Park

The Satsop Business Park (the Park) is located in eastern Grays Harbor County, approximately 5 miles west of the City of Elma and adjacent to State Route (SR) 12. The area is centrally located within the region, approximately 25 minutes from Olympia and within driving distance of Seattle, Portland, and the Port. The planning area encompasses approximately 1,660 acres, including the Satsop Business Park, which consists of approximately 510 acres of developable land and approximately 1,150 acres of forested lands and wildlife habitat.

The planning area is characterized by a mix of industrial, commercial, and resource lands centered around the Satsop Business Park, a former unfinished nuclear power plant site that has been redeveloped as a business and industrial park. Today, the area contains a mix of light manufacturing, industrial, office, energy production, and infrastructure uses, supported by substantial existing utilities and transportation access.

The Satsop Business Park is organized into several distinct areas with differing land use functions, including two primary developed areas—Main Campus and West Park—and multiple surrounding multi-use areas such as forest lands, utility corridors, wellfields, and habitat areas. These areas support a range of uses including industrial development, infrastructure, forest management, recreation, and environmental protection.

State Route 12 provides the primary regional access to the planning area via the Keys Road and Lambert Road interchanges. These routes connect the planning area to nearby communities including Elma, Montesano, and Aberdeen, as well as to Interstate 5 and the broader region.

The Satsop Business Park Master Plan was adopted in 2007 to guide the long-term redevelopment and management of the area over the subsequent 20 years. The goals of the Master Plan are to accomplish the following:

- Optimize the development and use of the Park.
- Prime the area to be a major economic driver for the county.
- Simplify the regulatory restrictions applied to development of the Park.
- Ensure the Park is economically and environmentally sustainable.
- Leverage the Satsop Business Park's assets while ensuring the long-term sustainability of its unique qualities.

The Master Plan established two primary land use designations—developable areas for industrial and employment uses, and multi-use areas for infrastructure, natural resource management, and recreational uses—and adopted Goals and Policies for coordinated land use, environmental stewardship, and economic development of the area.

The vision for the Satsop Business Park is:

“To be the leading global center providing a partnership for innovation in research and economic development through technologically diverse and environmentally safe activities, thereby creating lifelong employment and educational opportunities.”

5.1 Guiding principles

To implement this vision, the following five principles form the basis for this Chapter and should be used to guide future development within the Park.

- **Economic Development.** Become a major economic driver for Grays Harbor County by balancing economic development with environmental stewardship.
- **Image and Identity.** The iconic industrial features juxtaposed with natural wooded surroundings provides a sense of place and a lasting image for the Satsop Business Park. In order to minimize impacts to this unique image, future development is to be sensitively located and designed.
- **Public Access.** Provide for public access through low-impact recreational opportunities such as walking and hiking trails, bird watching/wildlife viewing, river access, and interpretive areas.
- **Research and Education.** Create an environment that supports innovation, alternative design approaches, and creative solutions for the protection and preservation of the unique developed and natural features. Foster an atmosphere that functions as a “learning landscape” for the region.
- **Sustainability.** Manage the long-term health and function of the land in a manner that ensures its health and productivity for future generations.

5.2 Park goals and policies

Promote the Park’s amenities to potential tenants and outside visitors, including interpretive and site history opportunities and passive and active recreational facilities. Use the Master Plan to ensure economic development is balanced with the long-term sustainable management of the Park.

5.2.1 Economic development

Goal SED-A Facilitate job growth in the county by creating a business-friendly environment, encouraging innovative industries, marketing to appropriate potential tenants, and exploring new options for economic development.

Goal SED-B Ensure economic development is sustainable through the use of responsible land use planning.

Policy SED-1 Provide predictability to potential tenants by creating “permit-ready” development sites through advanced environmental review and a streamlined permitting process.

- Policy SED-2 Focus on recruiting businesses that would benefit from the Park’s existing infrastructure (e.g., adequate power supply, telecommunications backbone, functional Cooling Tower, industrial water supply, and barge slip).
- Policy SED-3 Explore opportunities with green industries (e.g., renewable energy, biomass energy, and green materials) to site facilities in the Park.
- Policy SED-4 Promote the Park’s amenities to potential tenants and outside visitors, including interpretive and site history opportunities and passive and active recreational facilities.
- Policy SED-5 Use the Master Plan to ensure economic development is balanced with the long-term sustainable management of the Park.

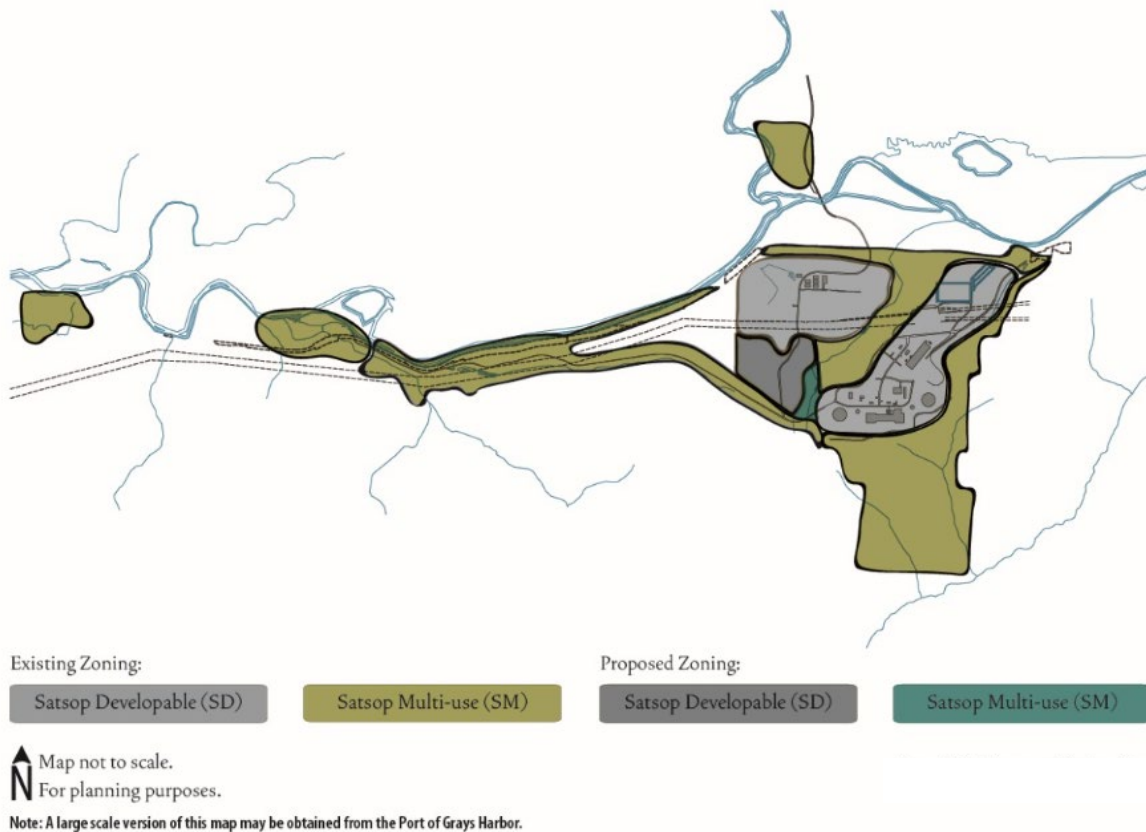
5.2.2 Land use

Goal SLU-A Promote a sustainable park that uses both. its natural and built assets efficiently through responsible land use planning.

General

- Policy SLU-1 Maintain ownership and control of all properties within the Park by leasing parcels rather than selling them. Sale may be considered only for exceptional opportunities.
- Policy SLU-2 Avoid "breaking up" larger development sites until all other appropriate development areas have been explored.
- Policy SLU-3 Provide a natural buffer between Park uses and surrounding properties.
- Policy SLU-4 Apply the "Satsop Development District" to all land within the Main Campus (Area 1) and West Park (Area 2), as identified on Figure 5-1.
- Policy SLU-5 Ensure that properties designated as "Satsop Development District" serve the primary purpose of providing employment and economic development opportunities.
- Policy SLU-6 Apply the "Satsop Multi-Use District" to all land within the following areas as identified on Figure 5-1: Well Sites (Areas 3a and 3b); Fuller Creek (Area 4); south of cooling towers (Area 5); Haul Road (Area 6); and the barge slip (Area 7).
- Policy SLU-7 Ensure that properties designated as "Satsop Multi-Use District" serve one or more of the following as their primary purpose: infrastructure, habitat, mitigation, forest management, or recreation.

Figure 5-1. Satsop Zone Districts



Sources: Grays Harbor Public Development Authority (2007) and Port of Grays Harbor (2017).

Industrial/Manufacturing

- Policy SLU-8 Locate more intensive industrial uses within the Main Campus at the Boise plant site, north of the Bonneville Power Administration (BPA) Substation, around the Turbine Building and Cooling Tower 3 and throughout West Park to optimize the use of existing infrastructure and avoid compatibility issues with less intensive uses.
- Policy SLU-9 Locate less intensive industrial uses in the western area of Main Campus along and to the west of Olympic View Drive to reflect current uses and ensure future adjacent uses are compatible.

Office/Flex-Tech

- Policy SLU-10 Locate office/flex-tech development along Lambert Road and Olympic View Drive to group compatible uses and provide greater visibility for those tenants.
- Policy SLU-11 Provide “incubator space” in the “office/flex-tech” area with facilities and services that foster innovation among small, start-up businesses that could grow into larger, long-term tenants of the Park.

Policy SLU-12 Locate educational uses to take advantage of and/or complement the natural setting or other uses within the Park.

Retail

Policy SLU-13 Allow for a limited amount of retail and service uses (e.g., delis, coffee shops, and day care) to locate in the Park to serve employees and visitors of the Park.

5.2.3 Design and character

Goal SD-A Maintain the Park's image and identity by protecting the built and natural features that contribute to its heritage.

Goal SD-B Ensure quality development that enhances the value and contributes to the overall character and cohesiveness of the Park.

General

Policy SD-1 Encourage green/sustainable practices, as discussed in Goal SE-A and associated policies.

Identity

Policy SD-2 Maintain the cooling towers as visible landmarks and symbols of the unique site history and character.

Policy SD-3 Maintain the tree cover behind the cooling towers as a backdrop to the Park, except in cases of safety, security, or maintenance access.

Signage

Policy SD-4 Ensure that all signage in the Park is consistent with established Port standards and reinforces the Park "brand."

5.2.4 Infrastructure

Goal SI-A Provide facilities and services in a timely and cost-efficient manner that support the Park's development and principles of sustainability.

Utilities

Policy SI-1 Use Low-Impact Development techniques for stormwater infrastructure to reduce the amount of additional infrastructure and maintain the natural systems.

Policy SI-2 Where stormwater infiltration is not feasible or practical, stormwater should be conveyed to shared facilities to eliminate the need for individual onsite storage.

Policy SI-3 Extend utilities as needed within the developable areas of the Park to facilitate development and optimize use of systems capacities.

- Policy SI-4 Explore expansion of the Park’s utilities to serve areas outside of the Park as a means of utilizing capacity and generating revenue to sustain the system.
- Policy SI-5 Prioritize utility service to first serve existing uses within the Park, second to provide adequate capacity to meet needs of potential uses within the Park, and third to expand the service area outside of the Park.

Telecommunications

- Policy SI-6 Maintain a reliable, up-to-date telecommunications infrastructure to encourage a diverse range of companies.
- Policy SI-7 Recruit businesses that would benefit from the telecommunications infrastructure in the Park.
- Policy SI-8 Explore co-location of transmission facilities on one or both cooling towers in coordination with local agencies and potential users.

5.2.5 Transportation

Goal ST-A Provide a safe and efficient system for moving people and goods to, from, and within the Park.

- Policy ST-1 Explore a more direct vehicular and pedestrian connection between Main Campus (Area 1) and West Park (Area 2).
- Policy ST-2 Develop sidewalks for pedestrians in the Main Campus to connect employment and activity centers.
- Policy ST-3 Develop a network of multi-use trails for pedestrians, bicyclists and service/maintenance vehicles in both the developed and natural areas of the Park.
- Policy ST-4 Develop a network of nature trails for employees and visitors in the natural areas of the Park.
- Policy ST-5 Link the three (3) trail networks (sidewalk, multi-use, and nature) to create a pedestrian-friendly system, linking buildings, recreation areas, and other destinations within the Park.
- Policy ST-6 Work with the County to ensure all roadways within the Park are adequately signed.

Freight

- Policy ST-7 Work with the County to ensure all roadways within the Park, and those connecting with SR 12, are designed and constructed to safely and efficiently handle vehicular traffic, including freight.
- Policy ST-8 Foster a cooperative relationship with nearby Port, railroad, and airport entities to maximize the resources of all parties.

Policy ST-9 Explore the feasibility of renovating, operating, and maintaining the barge slip.

Parking and loading

Policy ST-10 Ensure adequate parking availability and accessibility for both passenger and freight vehicles as well as adequate turning radii for trucks.

Policy ST-11 Locate loading areas away from pedestrian activity areas and design them to minimize noise and visual impacts to adjacent uses and public areas

5.2.6 Public access and recreation

Goal SPA-A Offer public access areas for educational, recreational, and tourism activities that are compatible with Park functions and operations.

Educational

Policy SPA-1 Develop interpretive features, such as signage and public art, to inform the visiting public of the Park's history, natural features, habitat, and functions.

Policy SPA-2 Integrate interpretive features into public areas of the Park, such as along trails, near public gathering areas, and at Cooling Tower 5.

Recreational

Policy SPA-3 Design and construct trails, waterfront access and wildlife viewing areas including accessible facilities where appropriate so as to minimize impact on the environment.

Policy SPA-4 Consider possible trail connections to a larger regional trail system.

Policy SPA-5: Consider other recreational opportunities, such as bike trails, kayak/canoe launches, and fishing.

Policy SPA-6: Provide public access for non-motorized watercraft to the Chehalis River for public fishing and similar recreational opportunities via Haul Road and the former railroad right-of-way.

5.2.7 Environment

Goal SE-A Develop the Park in a manner that balances economic and ecological value, protecting and managing critical areas and natural habitats.

Policy SE-2 Collaborate with the Olympic Region Clean Air Agency (ORCAA) to maintain air quality standards.

Policy SE-3 Explore onsite recycling facilities that are compatible with light industrial uses and do not release noxious odors.

Policy SE-4 Inform businesses, employees, and visitors to the Park about habitat preservation and enhancement efforts within the Park.

- Policy SE-5 Encourage tenants to engage in environmentally responsible practices, including energy conservation, alternative energy, waste reduction, and recycling.
- Policy SE-6 Protect the Park's wetlands and streams by ensuring adequate buffers and minimizing intrusion.

Sustainability

- Policy SE-6 Explore techniques such as habitat enhancement and mitigation banking to preserve ecological functions in the Park.
- Policy SE-7 Design mitigation into development standards and individual projects to avoid potential significant adverse impacts and protect Park resources.
- Policy SE-8 Develop a program for the long-term management of the valuable habitat in Areas 5 and 6 of the Park.

Forest management

- Policy SE-9 Develop a Forest Management Plan to ensure the long-term health and sustainability of the Park's forested areas and their habitat and educational value.
- Policy SE-10 Use sustainable forest management practices to create an attractive product for the growing "green" timber market.

Design policies

- Policy SE-11 Encourage building and site design that responds to ecologically sustainable development principles.

5.2.8 Site safety and security

Goal SSS-A Ensure safety and security in the Park through effective management of site access and hazardous materials.

Health and safety

- Policy SSS-1 Locate businesses that use or generate hazardous or noxious materials in areas identified for heavy industrial uses.

Security

- Policy SSS-2 Define areas as public or private for access and security purposes and implement appropriate management practices.

5.3 Background and existing conditions

5.3.1 Master plan process

In 2003-2004, a Conceptual Master Plan was drafted for the developable portion of the Park. This Conceptual Master Plan was the first step in managing the long-term development of the Park. The

document includes an analysis of strengths and weaknesses relative to its competitors, a conceptual land use plan, and established Goals and Policies for further development of the Park.

In 2007, the Master Plan was developed as a follow-up to these earlier efforts, expanding upon the work previously accomplished. It incorporated the entire 1,660 acres of the Park, and updated the previous concept for the developed areas. Utility corridors, recreation sites, wetlands, creeks, forest management areas, and potential mitigation banking areas were identified and integrated into the Master Plan. This Master Plan was adopted by the County in 2008 as a sub-area component to the County's Comprehensive Plan Land Use Element (Resolution #2008-26; April 7, 2008), replacing the 1990 Wildlife Mitigation Agreement and providing policy direction for future development and management of the area.

In 2013, the Public Development Authority was dissolved and ownership and operation of the Satsop Business Park was transferred to the Port. In 2017, the Master Plan was amended to add a 140-acre parcel to the Park.

This Comprehensive Land Use Plan incorporates the Satsop Business Park as a separate chapter with limited changes to reflect updated critical areas regulations and the transfer of the property from the Public Development Authority to the Port.

5.3.2 Key features and planning areas

This section describes the key features of the Master Plan. The Master Plan's intent is to balance the economic development of the Park with the long-term sustainable management of the lands. Though some of the existing and future uses of the area will be an industrial/business park providing revenue to the Port and employment opportunities in the county, almost 70% of the Park remains undeveloped. These undeveloped areas will allow for public access and recreational uses, research and education, environmental protection, and forest management. This vision drives the recommendations outlined in the Master Plan. Several tenants occupy sites in the developed areas of the Park.

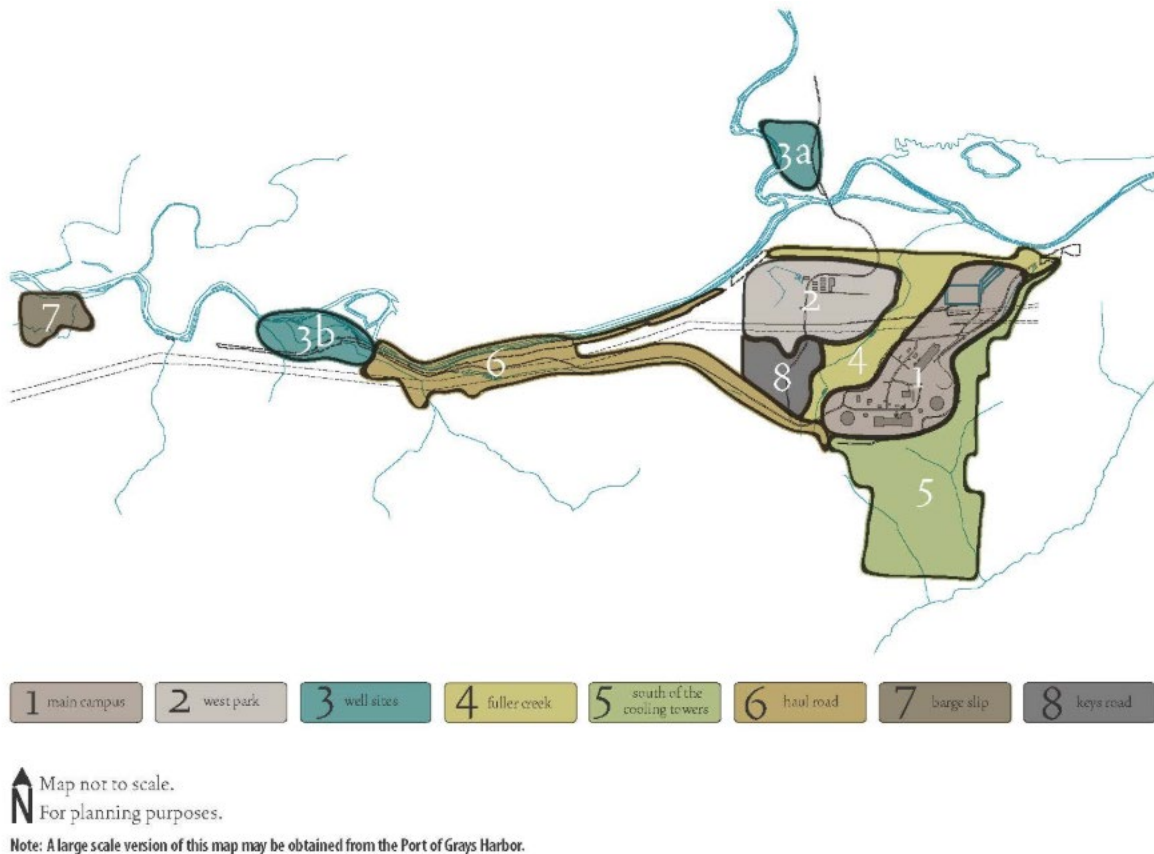
Planning areas

Because of its considerable size, the Park contains a variety of areas with distinctive qualities and character. The Park has been divided into seven discrete areas based on character, primary land use, and function. Only two of these seven areas will be intensely developed. The remaining five will provide a range of less intensive functions such as recreation, public access, utilities, mitigation, forest management, and habitat. The seven planning areas are as follows:

- Area 1: Main Campus
- Area 2: West Park
- Area 3: Satsop/Ranney Well Sites
- Area 4: Fuller Creek
- Area 5: South of Cooling Towers
- Area 6: Haul Road
- Area 7: Barge Slip
- Area 8: Keys Road

Each of these planning areas has a primary purpose and function, as well as secondary purposes that contribute to the overall goals and objectives that have been established for the Park. Figure 5-2 illustrates these planning areas.

Figure 5-2. Planning Areas



Sources: Grays Harbor Public Development Authority (2007) and Port of Grays Harbor (2017).

5.3.3 Area-specific issues and recommendations

This section includes the Master Plan's area-wide and planning-area-specific recommendations that provide the basis for the goals, policies, and zoning for the Park. First is a discussion of sitewide recommendations, followed by area-specific recommendations.

Park-wide issues and recommendations

1. Land use categories

The Master Plan establishes two primary land use designations: developable and multi-use areas. Developable areas are where development in the form of buildings, roads, parking, and other infrastructure will occur or already exists. Developed areas are generally those that have already been cleared and graded, and have infrastructure in place, or are immediately adjacent to existing development. Multi-use areas encompass a variety of non-development uses, including passive recreation, forest management, wildlife habitat, infrastructure corridors, and education and research. In

some areas, habitat restoration or enhancement could be achieved in order to improve natural functions and conditions. Areas 1 and 2 are designated for intensive development and Areas 3 through 7 are designated as multi-use.

2. Development standards and design guidelines

One of the Master Plan implementation actions is the creation of specific zone districts to guide the future development of the Park.

Development standards

Two zone districts were created with adoption of this plan: Satsop Development District (GHCC 17.57) and the Satsop Multi-Use District (GHCC 17.58). The development standards created by these zone districts augment the GHCC and are specific to the Satsop Business Park properties (Figure 5-1). Their intent is to allow the County to review future building permits in the Park. They address topics such as the following:

- Allowable uses
- Parking requirements
- Signage standards
- Landscaping
- Trail standards

Design guidelines

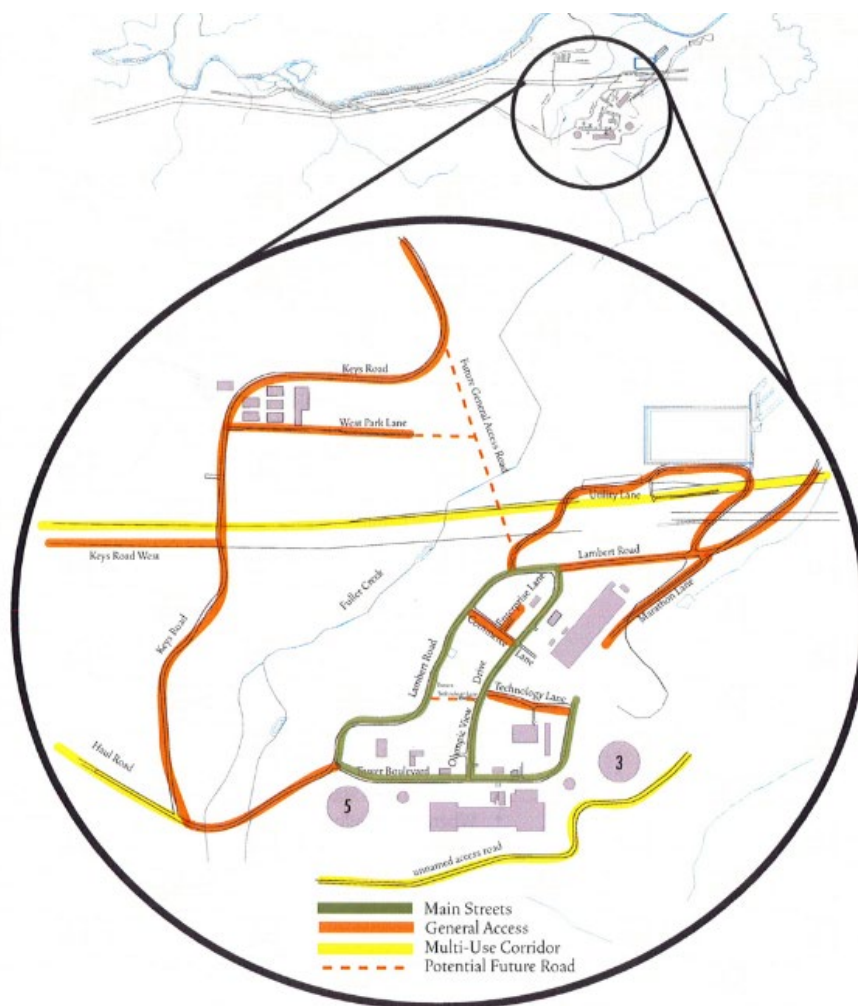
The Satsop Business Park Design Guidelines adopted with the original plan are not regulatory and are applied by the Port staff, rather than the County staff. They are not incorporated into this land use plan as they are non-regulatory. The Guidelines were created to achieve a cohesive character and quality for the Park over time, and offer guidance to future tenants and Port staff. Rather, they are intended to provide the Port with the specific tools needed to achieve and maintain a quality Park with sufficient flexibility to address individual tenant needs. Some guidelines provide specific standards for items such as building location, main streets, key intersections, and landscaping. Other guidelines provide a "palette" of options for consideration, such as building materials.

3. Internal circulation

The Park is well-served and accessible by two highway exits from SR 12. Within the Park, the road network is already in place, though there will likely be a future need for road improvements and connections over time as the site builds out, such as between Main Campus and West Park (Areas 1 and 2). Future studies will be necessary to explore the feasibility and specific alignment.

In addition, the Master Plan also includes a hierarchy of non-motorized circulation including sidewalks, multi-use trails, and nature trails. These are described in greater detail in the 5. Recreation areas section. The Park's road network is categorized into three separate types: Main Streets, General Access and Multi-Use Corridors (refer to Figure 5-3, Circulation Plan).

Figure 5-3. Circulation Map



Sources: Grays Harbor Public Development Authority (2007) and Port of Grays Harbor (2017).

Main streets

Tower Boulevard, Olympic View Drive, and Lambert Road (from Tower Boulevard to Olympic View Drive) are classified as Main Streets. As Main Streets, their streetscape design is intended to create a coherent overall image for the developed portion of the Park. The landscaping and building quality are of the highest in the Park.

General access

Utility Lane, Marathon Lane, Technology Lane, Commerce Lane, Enterprise Lane, West Park Lane, and Keys Road are classified as General Access. In addition, the remaining portions of Lambert Road (east of Olympic View Drive and west of Tower Boulevard) are also classified as General Access. Though these roadways are vital to the internal circulation network of the Park, they are not subject to the same design requirements as the Main Streets.

An additional future roadway connection between Main Campus and West Park is also shown on Figure 5-3. This future roadway would provide a more direct connection between the two developed areas of the Park as well as an alternative route in the event of a temporary closure of the Lambert Road/Keys Road route. The timing and cost of this future roadway are unknown, though crossing Fuller Creek is likely to pose significant environmental and funding challenges and will need to be evaluated further to determine feasibility and timing as the Park reaches build-out.

Multi-use corridors

Haul Road and two utility roads (one between Areas 1 and 2 and another behind Cooling Tower 5), are classified as Multi-Use Corridors. Multi-Use Corridors are intended to provide service access into the non-developed portions of the Park. Pedestrian access is allowed; however, bollards or locked gates at entrances will prevent unauthorized vehicular access. Because the Multi-Use Corridors primarily traverse the non-developed portions of the Park, they are designed to have a minimum impact on the natural environment, and are surfaced with crushed rock, gravel or other porous surfaces to minimize the amount of paved area. At the same time, they are wide enough to allow service vehicle access.

4. External circulation

At full build out, the Park could potentially add up to 3,300 trips to area roadways during the evening peak hour. Accommodating that level of traffic when the Park is fully developed would require a number of roadway and intersection improvements. Initially, the traffic increases can be handled by the existing roadway system with minor improvements. For example, in the short-term, improvements should occur in the following order:

- Encourage the use of Wakefield Road to the 3rd Street interchange instead of Keys Road.
- Install traffic signals at the 3rd Street/SR 12 interchange ramp.
- Re-configure the Lambert Road/Wakefield Road intersection to make Wakefield Road to Lambert Road the through-route with stop control for South Bank Road.
- Install a traffic signal at Lambert Road/Wakefield Road.
- When new development traffic reaches a threshold where Wakefield Road is nearing capacity, a grade-separated interchange at Keys Road/SR 12 should be constructed.

Long-term roadway improvements could include the following:

- Construct grade-separated interchange at Keys Road/SR 12.
- Widen Lambert Road to 4 or 5 lanes.
- Widen Wakefield Road to 4 or 5 lanes.
- Widen Keys Road to 4 or 5 lanes.
- Widen over-crossing and upgrade interchange at 3rd Street/SR 12.

Peak trip reduction strategies could be implemented to help reduce the need for expensive offsite infrastructure improvements. Other transportation strategies include the following:

- Develop policies to encourage off-peak employee shift changes.

- Provide park-and-ride facilities offsite and transit service centers onsite.
- Encourage ride-sharing and transit usage through financial incentives to workers.
- Encourage complementary development onsite to reduce the need to travel offsite. Complementary uses could include the following:
 - Restaurants
 - Small retail shops
 - Financial and Insurance Services
- Conduct periodic review of traffic flows associated with development of the Park. Require Traffic Impact Analysis reviews to be prepared for larger single developments onsite.
- Develop cost-sharing strategies to spread the burden of more expensive roadway improvements (such as the Keys Road/SR 12 interchange).

5. Recreation areas

With implementation of the Master Plan recommendations there will be numerous potential recreation opportunities within the Park. These opportunities include trails, fishing access, non-motorized watercraft access, biking, and wildlife viewing. Figure 5-4 shows the recreation concept for the overall area.

Trails

A network of trails will provide employees and visitors an opportunity to enjoy the natural setting of the Park. Nature trails, multi-use trails, and a sidewalk network will accommodate a range of pedestrian and bicycle activities.

Nature trails are exclusively for walking; users meander through the more wooded areas of the Park. Multi-use trails occur along service or utility corridors and will accommodate walking and bicycling as well as service access. While these first two categories will accommodate recreational needs, sidewalks in the developed portion of the Park to interconnect development will also accommodate pedestrians and bicycle circulation.

Wildlife viewing

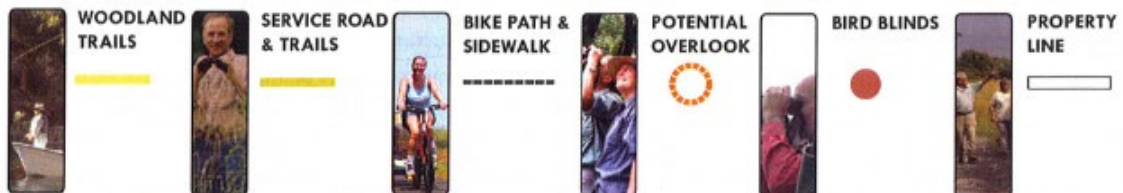
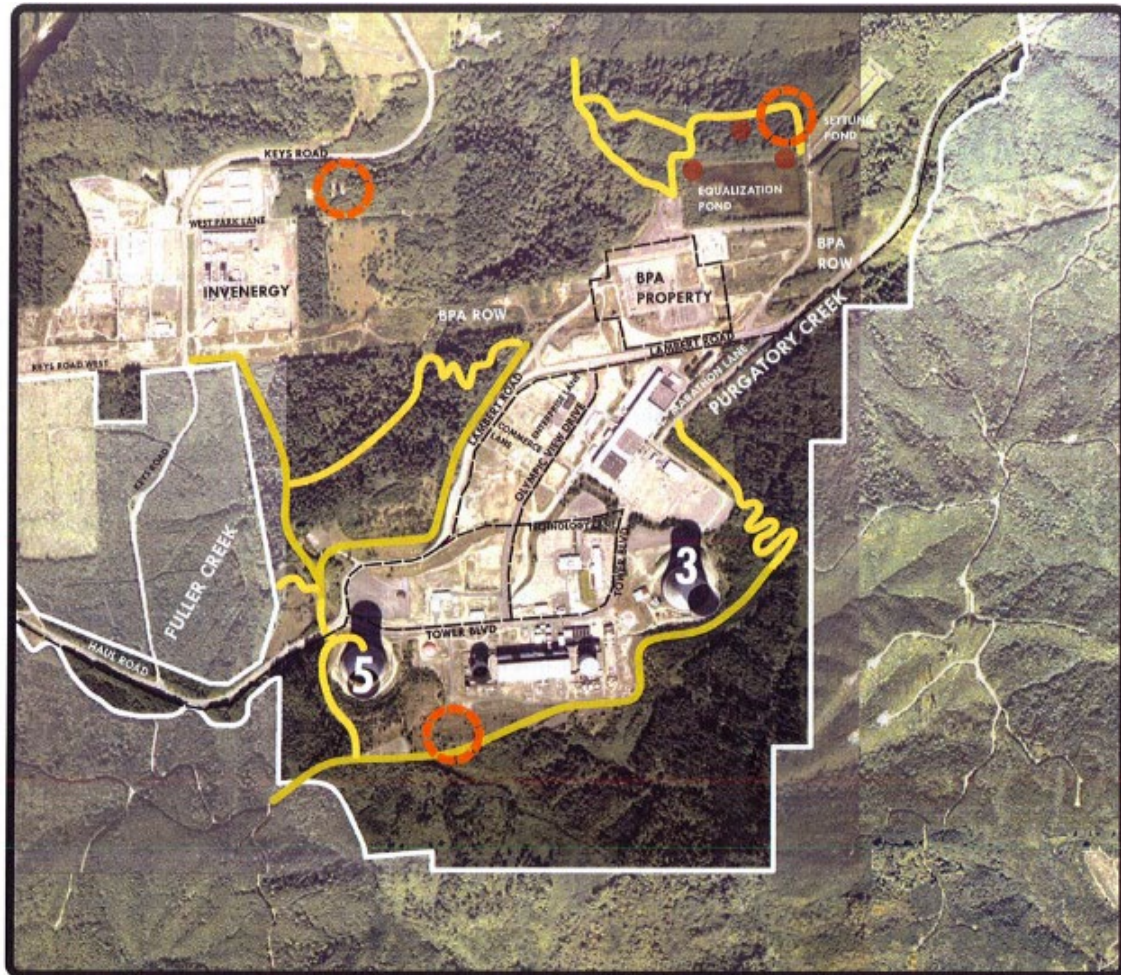
Wildlife viewing areas and overlooks are proposed at several points and integrated with the area's trail network. Two viewing areas on the northern portion of the Park provide vistas of the Satsop Valley, while an overlook on the southern portion of the Main Campus provides a territorial view of the cooling towers and portions of the Park. There is also the potential for bird blinds to be placed in areas where there are particularly good bird watching opportunities, such as at the stormwater ponds and along the Chehalis River.

Water access

The Chehalis River provides opportunities for fishing, boating, and wildlife viewing. Haul Road provides the only area access to the River. Public trail access and an associated small gravel parking area is

proposed along Haul Road, and could include amenities such as a fish-cleaning station, wildlife viewing platforms, and non-motorized watercraft access (refer to Figure 5-4). The Haul Road trail and subsequent river access is also an excellent location to create an accessible trail, so that all users can access the Chehalis River.

Figure 5-4. Potential Recreation



Public education and interpretive opportunities

Remnants of a non-commissioned nuclear power plant and rich ecological resources blend to create a unique place of considerable interest. There are many opportunities for site interpretation and educational programs. A visitor center with interpretive information is proposed in the Main Campus near Cooling Tower 5. The center could provide interesting facts about the history of the area and the infrastructure that was developed for the nuclear power plant. It could also contain historical, ecological, and cultural information relevant to the area and the region. Other sites with interpretive area potential include the proposed trails within Area 4 (Fuller Creek), the constructed ponds along Haul Road, and the river access site. The trails could include a variety of interpretive features that educate the public about the natural systems on the area, plants and animals, and sustainable forest management practices.

Sources: Grays Harbor Public Development Authority (2007) and Port of Grays Harbor (2017).

6. Infrastructure and utilities

A key part of the Master Plan is to ensure that the infrastructure onsite can accommodate the anticipated future growth as envisioned. The utilities and infrastructure which currently serves the site's tenants were sized to support a nuclear power plant, and thus have excess capacity over current demand. However, as the area develops over the planning horizon, additional improvements will need to be phased to ensure future tenants within the developed portions of the Park can be adequately served.

Some additional water conveyance facilities will be needed, including water mains for five parcels, full extension and mains to two parcels, several additional fire hydrants and a fire protection system for two parcels in the West Campus. Furthermore, an additional 100,000 gallons per day of sanitary sewer treatment capacity will be needed to accommodate full build-out. The stormwater conveyance facilities in the Main Campus are currently well-maintained. However, new site-specific conveyance systems in West Park will be required as development occurs. Finally, two storm retention ponds will require some rehabilitation, including removing excess sediment and vegetation to return them to their full capacities.

7. Mitigation banking

Several opportunity sites for mitigation banking exist in Areas 3, 4, 6, and 7. In these areas, existing degraded wetland areas and man-made ponds can be expanded or enhanced. This would serve the "sustainability" guiding principle, to "manage the long-term health and function of the land in a manner that ensures its health and productivity for future generations." Existing high-quality wetlands which are in limited access areas, and would not benefit from enhancements, would be left in their current state.

The Master Plan encourages further exploration of wetland mitigation banking onsite, working with interested parties and agencies. The resulting mitigation credits may be used within the Park or sold to other entities within the Chehalis Watershed basin. The Port has expressed interest in purchasing mitigation credits. This would serve the "economic development" guiding principle to balance "economic development with environmental stewardship."

8. Forest management

As described in the Environment section, this planning process included an initial forest assessment which generally characterized the age of the stand and relative type and size of trees. The Master Plan recommends the creation of a Forest Management Plan, which would outline an approach for the long-term, sustainable management of the site's forested areas. The Master Plan should recognize the habitat, economic function, and value of the site's forested areas as well as the educational opportunities that these areas present to the larger community. Through the Master Plan, all five of the Park's guiding principles might be supported. Specific items that could be addressed in the Master Plan in terms of scale and timing include:

- Selective thinning of the forest to effectively manage the long-term health and sustainability of the stand.
- A "living laboratory" to facilitate the research and application of innovative forest management practices and create opportunities to partner with government agencies and educational institutions. Potential partners include Grays Harbor College and Evergreen State College. Basic forestry skill and forest management training programs are currently in high demand.
- An outdoor laboratory would be a great asset, as it would allow students to see and use a working model for their education. In the longer term, there is potential for classroom, laboratory, and conference facilities on the site.
- A "certified" sustainable forest management program. Timber that is "certified" as being from a sustainable source has increasing value in "green" construction and wood products markets. Establishing and maintaining a certified sustainable Forest Management Plan would also be attractive to potential tenants that rely on certified forest products. In addition, it would enhance the Park's research and education partnership opportunities. One certification program used by other forest landowners in the area is the Forest Stewardship Council (FSC) administered by the Northwest Natural Resources Group (NNRG).

9. Parking

The majority of onsite parking will be located within Areas 1 and 2 to serve employees and visitors. Parking quantities will be adequate at full build-out. The Satsop Development District zoning code (GHCC 17.43a) provides direction on the amount, size, and location of parking areas. Shared parking will be allowed where appropriate to optimize developable land. Furthermore, existing County standards regarding loading docks will be modified to address the specific needs of the Park. A limited amount of parking will also be included in other areas to serve public access and recreational opportunities such as small, low-impact gravel lots near trailheads or near public access areas (such as along Haul Road). These parking areas will be designed to minimize impacts and impervious surfaces.

10. Site safety and security

The Master Plan is designed to ensure that future site uses are compatible with other site uses and adjacent neighbors, and that all public access areas may be safely used. Public access is restricted or prohibited in certain areas of the Park. These areas include the wellfields, barge slip, BPA corridor and

substation, and the cooling towers. Areas that are leased to industrial and commercial tenants also have restricted access to ensure public safety as well as security for those tenants.

Other areas of the Park, such as the trails behind the cooling towers, the Satsop River access site, and Haul Road will allow public access with limitations on hours of use (i.e., typically from sunrise to sunset).

11. Critical areas

Critical area buffers shall be provided for streams and wetlands within the Satsop Business Park consistent with the CAPO (GHCC 18.06).

5.3.4 Summary of area-specific issues and recommendations

Area-specific issues and recommendations from the 2007 Master Plan are described as follows and summarized in Table 5-1.

Table 5-1. Total Population in Unincorporated and Incorporated County, 1970 to 2024

Planning Area	Land Use Designation	Acreage	Primary Functions	Secondary Functions	Zoning
Area 1: Main Campus	Development	340	Employment	Park identity, public recreation, education	Satsop Development District
Area 2: West Park	Development	170	Employment	None	Satsop Development District
Area 3: Well Sites	Multi-Use	3a: 50 3b:70	Infrastructure	Habitat; mitigation banking	Satsop Multi-use District
Area 4: Fuller Creek	Multi-Use	335	Utility corridor, forest management, habitat	Recreation; buffer	Satsop Multi-use District
Area 5: South of Cooling Towers	Multi-Use	455	Forest management, habitat	Research; education; recreation	Satsop Multi-use District
Area 6: Haul Road	Multi-Use	215	Utility corridor, public access/recreation	Mitigation and banking	Satsop Multi-use District
Area 7: Barge Slip	Multi-Use	40	Infrastructure	Mitigation and banking	Satsop Multi-use District
Area 8: Keys Road	Developable	125	Employment	Buffer; forest management; habitat	Satsop Development District

Planning Area 1: Main Campus

The Main Campus (approximately 340 acres) is the principal developable area within the Park as well as its economic driver. Activities are primarily focused on creating jobs, though there are activities related to site interpretation and recreation that may also occur in this area. The cooling towers and backdrop

of dense forest helps to define the Park's image and identity. Area 1 is located in the eastern portion of the Park. Area 1 currently contains most of the Park's tenants, which are a mix of industrial (light and heavy), technology and office uses. The Main Campus can accommodate a significant amount of new and diverse development. Development will occur both by re-use of existing buildings and new construction.

Low-impact development techniques will be applied where feasible in all developable areas contributing to the overall sustainability of the entire Park.

Land use

Future land use will continue to include light and heavy industrial, flex-technology, and office uses. In addition, there will be some small-scale retail uses to serve onsite employees and visitors to the Park. Figure 5-15 illustrates the recommended locations for each of these land use types.

It is estimated that the Main Campus has capacity for 635,000 square feet (SF) of office, 225,000 SF of Flex-Tech space, and 865,000 SF of industrial at full-build-out (refer to Table 5-2) These building square footages are planning level numbers for analysis purposes that were used to calculate the potential full build-out of the area over the original 20-year planning horizon of the Master Plan.

Table 5-2. Area 1 Full Build-out Scenario

Type	Size	Employees
Flex-tech	225,000 SF	375
Office	380,000 SF	1,267
Light/heavy industrial	620,000 SF	620
Visitors center	5,000 SF	13

Infrastructure

Many of the Park's key infrastructure systems are located within Area 1. These systems include the BPA substation and easement, an electrical substation, stormwater facilities, and a wastewater treatment plant. In addition, the telecommunications building, which houses the fiber optic and network support equipment is located in this area. Finally, future infrastructure improvements will be necessary as the Main Campus approaches full build-out. These improvements are described in the Infrastructure and Utilities section.

Circulation network

The Park's three Main Streets, Olympic View Drive, Tower Boulevard, and Lambert Road, are in Area 1, and their intersections are vital to the Park's identity. Furthermore, Lambert Road provides the primary access to Main Campus, and is a "gateway" into the Park. Because of this, the design guidelines provide recommendations on the location of buildings, architectural details, and other qualities along these roads and intersections.

Recreation

The "Public Access" guiding principle - to "provide for public access through low-impact recreational opportunities such as walking and hiking trails, bird watching/wildlife viewing, river access, and interpretive areas," - is supported through several proposed recreational amenities. A pedestrian circulation system including sidewalks in Area 1 will create a human-scale environment in an otherwise large-scale development, and will provide recreational opportunities for employees and visitors alike. Wildlife viewing areas and overlooks, which are accessible via the trail network, will provide employees and visitors the opportunity to experience some of the diverse settings in the Park. Directional and wayfinding signage placed throughout Area 1, will orient visitors to facilities and designations within the Park. As Area 1 is the "gateway" to the rest of the Park, interpretive features, such as a visitor center at Cooling Tower 5, would be ideally placed to offer visitors a glimpse into the history of the site as well as the current uses. Other recreational features, such as an amphitheater, could also be sited with the Visitors Center near the Cooling Tower.

Planning Area 2: West Park

The West Park Planning Area is a key component of the Park's economic development goals. West Park is approximately 170 acres, much of which is currently undeveloped. It is a secondary gateway into the Park, accessed from SR 12 via Keys Road.

Land use

The West Park area's direct access to the highway, separation from the Main Campus, and the character of existing uses make it most suitable for more intense industrial uses. Current tenants include Livingston Boats, Simpson Door Company, L&L Machinery Company, Northwest Pipeline, and Invenergy, which owns its 32-acre parcel, where it houses a combustion turbine facility. The siting of this power plant creates a restriction on residential development within a 200-foot buffer. The BPA right-of-way cuts through the southern portion of the area. Due to its remote location within the Park and heavy industrial uses, the West Park area will have restricted public access. It is estimated that West Park has capacity for 30,000 SF of office and 690,000 SF of light and heavy industrial at full-build-out (refer to Table 5-3). These building square footages are planning level numbers for analysis purposes and are intended to calculate the potential full build-out of the area over a 20-year planning horizon.

Table 5-3. Area 2 Full Build-out Scenario

Type	Size	Employees
Office	30,000 SF	100
Light/Heavy Industrial	750,000 SF	750
Visitors/Retreat Center	5,000 SF	13

Expanded developable areas

West Park is the primary area of the Park that will experience expansion of current developable areas. There are areas currently vacant but immediately adjacent to the existing developed areas. The first of these is known as the "Met" field (a former meteorological data gathering area), located east of the

Invenergy parcel. It is relatively flat and accessible by way of West Park Lane. The second area is the northwest corner of the Park between the BPA corridor, the Chehalis River, and the developed portion of West Park. This is currently a forested area that is predominantly flat. It is anticipated that these areas will be developed in the later stages of the 20-year planning horizon, and would not occur until other locations that are already developed with infrastructure have reached full build-out.

Buffers

Due to the proximity of residential development and the Chehalis River, as well as the intensity of the existing and potential uses in the Park, one of the key design considerations for West Park is to ensure adequate buffers are retained to separate intensive development from less intensive uses. Forested slopes on the west side of Area 2 will be left as visual screens and physical separation for nearby residential parcels to the west. In addition, development will not occur within 200 feet of the Chehalis River, a shoreline of statewide significance.

Conference/retreat center

In the north portion of the West Park area, immediately south of the bend in Keys Road, lies a site with views of the Chehalis River and valley. Its relative remoteness has potential for the development of an onsite conference center. This center could function as a meeting space for Park tenants as well as other users in search of a natural setting to hold a meeting or event. While a conference center would be a valuable amenity for tenants, it would also be a potential revenue generator for the Park, contributing to the "Economic Development" guiding principle.

Planning Area 3: Satsop and Ranney well sites

Planning Areas 3a (Satsop) and 3b (Ranney) are multi-use areas serving as well sites and potential mitigation areas. The wells are of vital importance to the Park, providing a reliable potable and industrial water supply. The Satsop well site is located on the Satsop River north of the main site and provides the potable water used in the Park. The Ranney well site is a collection of three wells (two that are operable) near the Chehalis River in the western portion of the Park and accessed via Haul Road. There is potential for specialized water-dependent industries at the Ranney well site. Although there is some public access to the Chehalis River at the Ranney well site, the wells are fenced and secured. It is recommended that public access continue to be restricted to both sites.

Mitigation

Planning Area 3 contains potential for mitigation banks, as discussed earlier. Because of previous environmental impacts, their location within the floodplains, and the presence of wetland areas, the well site areas have potential for mitigation and enhancements that would improve overall environmental quality. The Washington Department of Fish and Wildlife (WDFW) Enhancement Project is focused on restoring natural habitat within WDFW-owned land adjacent to the Satsop well site (Area 3a). Though the project is currently on hold due to lack of funding, it would not affect the Port's right to withdraw water from this well, if and when the project commences. It is possible, however, that the well would have to be relocated.

Erosion

The winter storms of 2006-2007 accelerated erosion at the Satsop well site. If the erosion causes irreparable damage the well would need to be relocated or the potable water supply would need to be drawn from the Ranney well site. There would be significant cost and other infrastructure relocation issues associated with either option.

Planning Area 4: Fuller Creek

The Fuller Creek Planning Area contains an infrastructure/utility corridor, healthy forest stands, steep slopes, and riparian/wetland habitats. Because of these characteristics, and its location between the two developable areas of the Park (West Park and Main Campus), the Fuller Creek area functions best as a multi-use area where forest management, passive recreation, infrastructure access, and maintenance can coexist.

Forest management

The forest contained within the Fuller Creek area is one of the more mature stands within the Park. The long-term health and sustainability of the stand within Area 4 will be guided by the development of a Forest Management Plan as previously discussed. This is especially important given its function as a natural buffer between the two developed portions of the Park. Revenue derived from management of this stand could help fund the implementation of other Park goals such as trail and recreational enhancements and interpretive features. The topography of the area allows for selective harvesting to occur with minimal visual impact when seen from other parts of the Park, thus not affecting the image or identity of the area. The Forest Management Plan would also need to retain the important ecological functions of this area.

Wetlands and mitigation

Fuller Creek flows north-northeast, and six wetlands were identified along its corridor totaling 2.48 acres. Two of these wetlands are constructed storm ponds and have the potential to be enhanced to provide additional ecological functions. These enhancements could be in the form of mitigation banks.

Access and circulation

A more direct connection between Areas 1 and 2 may become necessary as the area is developed. Such a roadway connection would traverse Area 4, requiring future feasibility studies. The main issues related to this potential new connection will be impacts to the environment, topography, and cost.

A major utility corridor also cuts through this area, connecting the West Park area to the Main Campus. This has potential to become a multi-use corridor for maintenance access and a passive recreation trail, as discussed in the following subsection.

Recreation and public education

A series of nature trails are proposed for the area, along the potential multi-use trail discussed above. These trails will provide a more natural walking experience and bring people in contact with interpretive

stations explaining wetland restoration, forest management and succession, and local flora. Parking for users of these trails could be provided on the periphery of Area 4 with additional parking in Area 1 near the Cooling Tower.

Planning Area 5: South of Cooling Tower

Planning Area 5 is the largest undeveloped portion of the area, and it is envisioned to be maintained as a multi-use area containing managed forest, wildlife habitat, education/research, and limited public access and low-impact recreation. The forest within this area provides the natural backdrop contributing to the Park's identity and character.

Habitat

Workman Creek East and West and their associated wetlands are relatively undisturbed, as steep slopes make them highly inaccessible. These high-quality habitat areas will be protected as a part of the Master Plan. There is currently limited access to this area, primarily through old logging roads.

Recreation

Recreational access to Area 5 could consist of a multi-use trail just south of the cooling towers and nature trails potentially along old logging roads. Associated parking and trailheads would be located in Area 1.

Forest management

As discussed previously, the Master Plan recommends the creation of a Forest Management Plan. The development of this Plan is especially significant in Area 5 because it is the largest forested area on the property, and as such, is essential to the Park's identity and character. Furthermore, this forest stand is adjacent to active timber production lands owned by Weyerhaeuser. Area 5 is an ideal location for the "living laboratory" research activities.

Planning Area 6: Haul Road

The Planning Area 6 is designated as multi-use because it contains infrastructure, river access, and potential mitigation sites. Its primary purpose is to be an infrastructure-utility corridor. Area 6 is located at the southern portion of the Park.

Utility corridor

The Haul Road utility corridor is a narrow swath of land extending west from the Main Campus. Its primary function is to provide access to the area's infrastructure, including the Ranney well site and underground utility lines (e.g. water, telecommunication, etc.). In the past, Haul Road provided access as far as the barge slip, though this connection has fallen into disrepair.

Mitigation

The Haul Road Planning Area presents several opportunities to fulfill the "Sustainability" guiding principle, to "manage the long-term health and function of the land in a manner that ensures its health and productivity for future generations." Elizabeth and Hyatt Creeks intersect with portions of Haul Road on their course to the Chehalis River. There are two constructed ponds that have become more

“natural” over time. Given these features, and the fact that this area is the most developed outside of the developable areas, there is high potential for upland and wetland mitigation through restoration and enhancement projects. These areas could function as “banks” for onsite and offsite project requirements.

Recreation

There is also potential for recreational uses along this corridor, including fishing access, non-motorized watercraft access, and accessible multi-use trails (refer to Figure 5-4). Trails could be developed along Haul Road. In addition, a former railroad right-of-way runs parallel to the Chehalis River, presenting an opportunity for developing a 6-mile-long multi-use trail. This would require the Satsop trail to be linked to an offsite network developed by another entity. There is also potential for developing trail access and a small parking area on Keys Road. However, negotiations with private landowners would be necessary as there are several privately-held parcels between Port-owned property along the river and Keys Road. A small parking area, paved with pervious material, is proposed for day users to access fishing, a non-motorized watercraft launching area, and trails. Some amenities such as a fish-cleaning station and fishing platforms could eventually be developed.

Planning Area 7: Barge Slip

Planning Area 7 is not contiguous to the rest of the Port properties and has limited access. The Barge Slip Planning Area is currently accessed from Montesano along Minkler Road. It sits within a natural setting, and contains wetland and riparian systems that serve as potential habitat mitigation areas as The barge slip is unusable in its current state, but could be repaired and renovated to allow future use. If repaired, it would provide a direct link to the Port, though shipping would be subject to tidal fluctuations. This asset would allow potential tenants to ship products to and receive materials from the Port, creating a link to international markets.

A feasibility study (Barge Slip Feasibility Analysis, conducted by Pacific International Engineering) was conducted to explore returning it to service. If the barge slip were to be functional in the future, access improvements along Haul Road would also be necessary. Additionally, there is potential for ecological restoration within the Barge Slip Planning Area as part of a wildlife mitigation program for onsite and offsite projects.

Planning Area 8: Keys Road

Planning Area 8 Keys Road (approximately 125 acres), is contiguous to the other Port properties and has access via Keys Road, which bifurcates the parcel, and also via Keys Connection Road/Lambert Road to the south. The entire Keys Road Planning Area is currently undeveloped.

Land Use

Consistent with the Master Plan Goals and Policies for the developable areas, future land use will include commercial/business and industrial uses. It is estimated that Keys Road has a capacity for 34,000 SF of office, 5,000 SF of convenience retail, and 500,000 SF of light and heavy industrial at full-build-out, assuming a blend or mix of the uses. These building square footages are planning level numbers for analysis purposes and are intended to calculate the potential full build out of the site over

a 20-year planning horizon. One factor that will affect the timing of build out, in addition to market demand, is the cost and timeframe for extending infrastructure throughout Area 8.

Land Use Policy LU-13 in the Master Plan states: “Allow for a limited amount of retail and service uses (e.g., delis, coffee shops, and daycare) to locate in the Park to serve employees and visitors of the Park.” Future opportunities for a small commercial hub in the Satsop Park could be considered, as appropriate with other development features and in accordance with the policy.

Several economic development policies in the Master Plan provide basic parameters on how the Park management staff should proceed with recruitment strategies. For example, one policy calls on the Park staff to focus on recruiting business that would benefit from the Park’s existing infrastructure amenities, such as a redundant power supply and telecommunications backbone. These policies provide an important framework that describes how Park managers should prioritize and focus efforts to recruit potential businesses and industry sectors to Area 8, Keys Road.

The zoning designations stipulate the following:

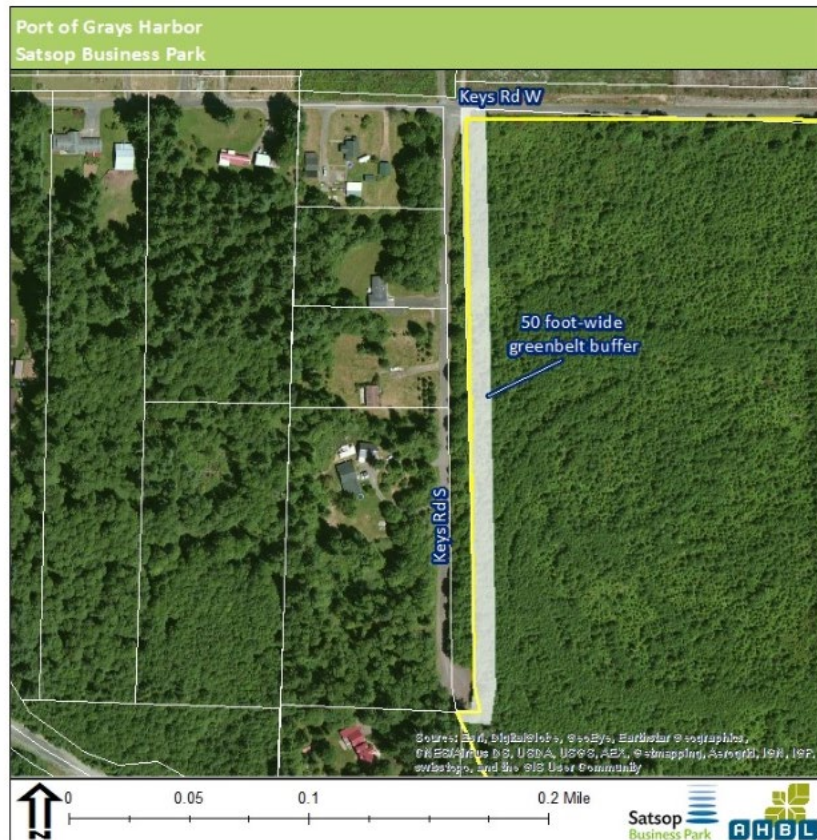
- Permitted uses and structures
- Conditional uses and structures
- Prohibited uses
- Building site requirements
- Off-street parking and loading standards and requirements
- Signage standards

One current land use that has been ongoing at the site is a timber and forest stewardship and learning program in collaboration with Grays Harbor College. Such use would be able to continue, following rezoning to Satsop Development, as an outright permitted use / activity.

Greenbelt buffer

Area 8, Keys Road, is close to residential development to the west, and so one of the key aesthetic and functional features of the planning area is the establishment of a vegetated greenbelt buffer zone to mitigate the impacts of differing uses. The greenbelt buffer will serve to separate intensive development from less intensive uses, provide noise attenuation, and create a visual screen through natural landscaping. The buffer is consistent with the LU-3 Land Use Policy in the Master Plan to “Provide a natural buffer between Park uses and surrounding properties.” The greenbelt buffer will be 50 feet wide. The boundaries of the greenbelt buffer are shown on Figure 5-5.

Figure 5-5. Area 8 Greenbelt Buffer



Sources: Grays Harbor Public Development Authority (2007) and Port of Grays Harbor (2017).

The greenbelt buffer will be reserved and dedicated to provide an open space area, where development will not occur. The greenbelt will be maintained in Port ownership, will be kept in a natural, forested condition, and it will not be leased nor included in any sale agreements.

Critical areas

The natural features and environmentally critical and/or protected areas located in Area 8, Keys Road, will be subject the County CAPO (GHCC 18.06). A full critical area analysis will be required prior to the submittal of site development applications to the County.

Chapter 6. Lake Quinault

The Lake Quinault Planning Area lies in north central Grays Harbor County around Lake Quinault, approximately 38 miles north of the City of Hoquiam, adjacent to the boundary with Jefferson County. The entire planning area covers approximately 30 square miles. There are four distinct unincorporated communities in the planning area: Neilton, South Shore, North Shore, and Amanda Park. US Highway 101 (US 101) is the primary transportation route connecting the planning area to other communities to the north and south.

The planning area's associated zoning and development regulations were adopted in 1999 to accomplish the following:

- Express the community vision for the management of future growth and development in the planning area,
- Comply with RCW 36.70 by providing comprehensive plan policies necessary to support development regulations, and
- Support coordinated land use management between the County, the Quinault Indian Nation, the National Park Service, and the US Forest Service.

The vision for the Lake Quinault Planning Area is as follows (County 1999):

*"The Lake Quinault area shall be a viable rural community of around 1,500 people with:
A diversified and growing local economy;
An affordable and diverse supply of housing;
Excellent public services and infrastructure; and
Citizens and government working together when making decisions affecting future
development and property rights."*

6.1 Lake Quinault goals and policies

Goal LQ-1.0 Land use regulations support residential and economic growth in the Lake Quinault area.

- | | |
|---------------|--|
| Policy LQ-1.1 | Reduce the minimum lot-size requirement from 5 acres to 2 acres in low-density residential areas. |
| Policy LQ-1.2 | Establish enterprise areas within the community allowing for the manufacturing of goods and the provision of intensive retail and tourist-related services. |
| Policy LQ-1.3 | Allow property owners to site a second dwelling on a parcel with a primary dwelling for the benefit of a family member who has a chronic illness or is over the age of 60. |
| Policy LQ-1.4 | Allow assisted living and retirement centers serving the needs of senior citizens. |
| Policy LQ-1.5 | Allow accessory dwelling units (ADUs) with single-family dwellings. |

Goal LQ-2.0 Increase the availability of affordable housing that meets the needs and choices of the community.

- Policy LQ-2.1 Work closely with the US Forest Service to allow South Shore leaseholders to reside year-round in their dwellings as well as expand the number of lots available for development. The presence of year-round South Shore residents will contribute to the overall economic benefit of the community as well.
- Policy LQ-2.2 Discourage the acquisition of private lands by the National Park Service that shrink the supply of properties suitable for housing.

Goal LQ-3 Improve and expand community facilities, utilities, and services.

- Policy LQ-3.1 Prevent the decline of eroding revenues for public services and infrastructure by protecting the tax base of the area. The County should request support from its congressional delegation to require perpetual property tax payments from federal agencies acquiring private lands through purchase or the right of eminent domain.
- Policy LQ-3.2 The County, the Quinault Indian Nation, the US Forest Service, and the National Park Service should work together to coordinate utility development in the Lake Quinault area. The County should pursue a leadership role in encouraging the development of a Memorandum of Agreement (MOA) between the four (4) entities that would coordinate planning and design of local utility systems.
- Policy LQ-3.3 Protect the quality of ground and surface water by constructing cost-efficient, alternative community wastewater systems on the North Shore, South Shore, and Amanda Park.
- Policy LQ-3.4 Construct new and expand or upgrade existing water systems for existing and future development.
- Policy LQ-3.5 Locate all new or upgraded electrical and telephone utilities underground.
- Policy LQ-3.6 Support the Lake Quinault School District by ensuring an adequate property tax base, the availability of utilities, and the construction of educational facilities.

Goal LQ-4.0 Improve local roads to accommodate vehicles, pedestrians, and bicycles.

- Policy LQ-4.1 Grays Harbor and Jefferson counties, the Quinault Indian Nation, the US Forest Service, and the National Park Service should prepare a joint design plan for upgrading the Lake Quinault Loop Road. Improvements for this route should minimally include hard surfacing the road and accommodating pedestrian and bicycle use.
- Policy LQ-4.2 Grays Harbor and Jefferson counties, the Quinault Indian Nation, the US Forest Service, and the National Park Service should develop a coordinated road maintenance strategy for the Lake Quinault Loop Road. This strategy should

include coordinated contingency actions to deal with emergency bridge failures and road washouts within a timely fashion.

Policy LQ-4.3 Develop a litter control and pick-up program for US Highway 101 and the Lake Quinault Loop Road.

Policy LQ-4.4 Work closely with the Washington State Department of Transportation (WSDOT) to retain visible and coordinated signs along US 101 benefiting local commercial businesses.

Goal LQ-5.0 Support existing businesses and encourage new employment opportunities.

Policy LQ-5.1 Support the upgrade of telephone and communication utilities throughout the Lake Quinault area to accommodate business telecommunication needs.

Policy LQ-5.2 Develop the Quinault Interpretive Center with the US Forest Service, the National Park Service, Grays Harbor County, and the Quinault Indian Nation.

Policy LQ-5.3 Make areas available in Neilton and Amanda Park suitable for accommodating future manufacturing activities.

Policy LQ-5.4 Support the local harvesting and processing of area timber resources.

Policy LQ-5.5 The County, the Quinault Indian Nation, the US Forest Service, and the National Park Service should support public and private tourism development projects in the area. Such projects include the Quinault Indian Nation Interpretive Center/Resort and other recreation-related businesses, such as dude ranches, golf courses, and recreational vehicle (RV) camping.

Goal LQ-6.0 Increase local citizen participation in governmental decisions affecting land use development on federal, county, and tribal lands within the planning area.

Policy LQ-6.1 The County, the Quinault Indian Nation, the US Forest Service should coordinate with the Lake Quinault Community Action Forum to make a local information kiosk posting notices regarding permits, hearings, and other governmental actions affecting existing and new development.

Policy LQ-6.2 The County will seek to streamline its permitting process for local development.

Policy LQ-6.3 The County, the Quinault Indian Nation, the US Forest Service, and the National Park Service should consult with the Lake Quinault Community Action Forum to solicit local opinion about new or amended administrative decisions affecting residents and business within the planning area.

Policy LQ-6.4 The County and the Quinault Indian Nation will seek to develop a coordinated process for building, zoning, subdivision, and environmental health permits.

6.2 *Background and existing conditions*

The Lake Quinault Planning Area is a rural community located around Lake Quinault in northern Grays Harbor County. Development is concentrated in the communities of Amanda Park, Neilton, North Shore, and South Shore and is closely influenced by the area's natural setting, including Lake Quinault, the Olympic National Park, Olympic National Forest, and lands owned by the Quinault Indian Nation.

The planning area supports a mix of residential, commercial, recreation, tourism, forestry, and public uses. Tourism and outdoor recreation are major contributors to the local economy due to the area's proximity to nationally significant natural and cultural resources. US Highway 101 and the Lake Quinault Loop Road provide the primary transportation connections within the planning area and to neighboring communities.

Land ownership in the planning area is divided among private property owners, the Quinault Indian Nation, the US Forest Service, the National Park Service, and Grays Harbor and Jefferson counties. As a result, continued coordination among jurisdictions and land managers is important for transportation, utilities, economic development, resource management, and public services.

Chapter 7. Housing

7.1 Purpose

The Housing chapter of the 2027 Comprehensive Land Use Plan guides growth in the county. It establishes Goals and Policies that encourage and allow housing options that support the Vision and comply with applicable state law.

Recent amendments to state law establish housing and shelter accommodation requirements that affect local development regulations, including those adopted by partially planning counties. These requirements include accommodating manufactured housing consistent with the applicable non-discrimination provisions (RCW 35.21.684), and ensuring that local regulations do not unreasonably restrict certain housing and shelter types, including transitional housing, emergency housing, and permanent supportive housing (STEP), where required by state law. In addition, state law limits local regulation of certain sheltering activities, including facilities associated with emergency sheltering and housing provided by religious organizations.

The purpose of this chapter is to:

- Implement the community's vision for housing;
- Ensure sufficient capacity and space for housing;
- Address issues identified during the planning process; and,
- Address statutory requirements.

7.2 Housing goals and policies

Goal HO-1 Ensure that land use and development regulations support a variety of housing options in suitable locations to meet the needs of all family sizes, ages, and income levels.

Policy HO-1.2 Direct housing production and higher density development to Urban Services and Mixed Use designations where water, sewer, and transportation infrastructure are adequate to serve development.

Policy HO-1.3 Allow a broad array of housing types, such as zero lot line, mixed-use developments, apartments, townhouses, duplexes, and ADUs to meet the needs of all family sizes, ages, and income levels.

Policy HO-1.4 Protect established residential neighborhoods from incompatible increases in density and intensity.

Policy HO-1.5 Work collaboratively with local public service and utility providers to ensure water, sewer, transit, and electrical grid capacities can support increased housing production in Urban Services and Mixed Use designations.

Policy HO-1.6 Amend development regulations to allow for higher density development in the Urban Services and Mixed Use designations, to maximize land efficiency, lower

per-unit construction costs, and deliver a wide spectrum of housing choices. Amendments may include density increases, height increases, setback or lot coverage reductions.

Policy HO-1.7 Allow one (1) ADU per lot to expand housing options, generate supplementary income for homeowners, support multi-generational living and increase the availability of affordable housing.

Policy HO-1.8 ADUs should not be counted toward maximum density calculations and should be as follows:

- a. Accessory to a single-family dwelling on the same lot; and
- b. Limited in size and scale to maintain the residential character of the property and neighborhood.

Policy HO-1.9 Accommodate emergency housing, emergency shelters, safe parking programs, temporary small houses, and other shelter types consistent with state law, building code, and local health and safety requirements.

7.3 Existing housing characteristics

The following housing characteristics inform the housing policies in this chapter. This section is a summary of the detailed statistics and analysis found in the EIS accompanying this Plan. Key housing needs identified in this section are summarized as follows:

- Increased availability of housing affordable to households below 80% area median income (AMI)
- Additional rental housing to address high-cost burden among renters
- Greater housing type diversity, including multi-family and moderate-density housing to provide options for all family sizes and incomes
- Preservation and rehabilitation of aging housing stock
- Increased supply of year-round housing, particularly in areas with high seasonal vacancy

These findings demonstrate the need for policies that expand housing capacity, address affordability, and ensure a sufficient supply of housing for families of all sizes and incomes.

7.3.1 Household characteristics and income distribution

Grays Harbor County has a disproportionately high share of low- and moderate-income households relative to statewide conditions. Approximately 36% of homeowners and 70% of renters fall below 80% of AMI, exceeding state averages. This indicates a heightened need for housing affordable to lower-income households, particularly renters.

The county contained approximately 30,000 households in 2024, with an average household size of 2.36 persons, slightly below the state average. Smaller household sizes in some jurisdictions reflect the presence of seasonal and second homes.

The area median family income (HAMFI) was \$89,000 in 2025, increasing significantly since 2021. Despite this growth, a substantial portion of households remain below 80% of AMI and are eligible for housing assistance, indicating persistent income-related housing needs.

7.3.2 Housing affordability and cost burden

Housing affordability remains a critical issue. Approximately 29% of households are cost-burdened, including 41% of renter households and 23% of homeowner households. These rates demonstrate that renters experience disproportionately higher housing cost burdens and are at greater risk of housing instability.

The prevalence of cost burden indicates a mismatch between household incomes and housing costs, particularly for lower-income households, and supports the need for additional affordable housing across multiple income bands.

7.3.3 Housing supply, type, and condition

The county's housing inventory totaled 37,549 units in 2024, with 35% located in unincorporated areas. Residential development has occurred at a modest pace, averaging approximately 124 units per year in unincorporated areas since 2015.

The housing stock is dominated by low-density housing types, comprised of the following:

- 74% single-family dwellings,
- 23% manufactured homes, and
- 2% multi-family units.

This limited diversity constrains the availability of housing options suitable for smaller households, renters, and lower-income populations and does not fully support a range of housing needs for all family sizes and incomes.

Housing condition is also a concern. More than 40% of units are over 50 years old, indicating a need for preservation, rehabilitation, and replacement strategies to maintain safe and adequate housing.

7.3.4 Vacancy and housing availability

The overall vacancy rate (18%) exceeds statewide levels; however, the majority of vacant units are used for seasonal or recreational purposes and are not available to meet local housing demand. Only 1% of the housing stock is available for rent, indicating a highly constrained rental market.

This distinction between total vacancy and effective vacancy demonstrates a limited supply of housing available for year-round occupancy and reinforces the need to expand housing availability for permanent residents.

7.3.5 Housing costs and market trends

Housing costs have increased substantially, with the county median home price reaching approximately \$330,370 in 2025, more than doubling since 2014. This trend has significantly reduced homeownership affordability.

The Housing Affordability Index (HAI) indicates that homeownership is no longer affordable to median income households (HAI <100 since 2021), while rental housing remains generally affordable to median income households. However, high-cost burden among renters suggests that affordability challenges persist for lower-income populations.

Chapter 8. Resource Lands

8.1 Purpose

This Resource Lands chapter of the 2027 Comprehensive Land Use Plan guides the conservation and use of resource lands in unincorporated Grays Harbor County, including agricultural, forest, and mineral lands of long-term commercial significance. Consistent with the community vision, resource lands contribute to the county's rural character, natural environment, and the rural economy and food systems, and are intended to be conserved for continued productive use. This chapter provides Goals and Policies to support their long-term viability.

As a county that is partially planning under the GMA, the County is required to designate agricultural, forest, and mineral resource lands of long-term commercial significance. State rules establish criteria for identifying Agricultural Resource lands, including whether the land is free from urban development patterns, is used or capable of being used for agricultural production, and has long-term commercial significance for agriculture.

8.2 Agricultural resource goals and policies

Goal RL-1.0 Protect and support agriculture through land use designations and zoning. Agricultural resource land should be planned, designated, and zoned for agriculture.

Policy RL-1.1 Areas designated for agricultural use should have simple and regular boundaries where possible. In establishing agricultural areas, marginal agricultural lands and associated woodlots shall be included in such areas in order to ensure manageable farm units and to discourage the division of large ownerships needed for viable agriculture.

Policy RL-1.2 Maintain large, contiguous blocks of agricultural land to support agricultural production and long-term commercial viability.

Policy RL-1.3 In order to accommodate the wide variety of agricultural uses in the county, the County shall plan for two types of agricultural zones that implement the Agriculture designation.

The A-1 Agricultural zone district is designed to provide for and protect agricultural uses or practices requiring small to moderate acreages and to provide the opportunity for part-time farming. A-1 areas would be composed primarily of agricultural uses with an average density not to exceed one (1) dwelling unit for each 10 acres. Areas designated A-1 shall meet the designation criteria for Agricultural Resource lands in Section 4.3.1, Agricultural, and be characterized by the following criteria:

a. Areas with an average parcel size of less than 30 acres; and

- b. Areas characterized by agricultural uses requiring 30 or fewer acres of land;
or,
- c. Areas with a history of non-agricultural zoning designations to assure
continuity of policy and development.

The A-2 Long-term Agricultural Use District is designed to provide for those agricultural uses requiring extensive land areas and protection from those uses that may interfere with or object to agricultural practices. A-2 zoned areas should be composed primarily of agricultural uses with an overall density not to exceed one (1) dwelling unit for each 20 acres. Areas zoned A-2 shall meet the criteria for Agricultural Resource land and be characterized by the following criteria:

- a. Areas with an average parcel size of more than 30 acres;
- b. Areas characterized by agricultural uses requiring more than 30 acres of
land; and
- c. Areas with a history of agricultural zoning designations to assure continuity
of policy and development.

- Policy RL-1.4 Limit non-farm uses in the Agriculture designation to those that do not interfere with production. Non-farm uses should be directed to Urban Services, Mixed Use, and Rural Development designations to minimize conflicts and preserve productivity.
- Policy RL-1.5 Protect Agricultural Resource lands from incompatible uses and development by prohibiting non-agricultural uses such as battery energy storage systems, data centers, solar energy facilities, and wind energy facilities.
- Policy RL-1.6 Protect farming operations from incompatible development on adjacent non-farm properties with setbacks for non-agricultural uses, residential densities of no greater than one (1) dwelling unit per 5 acres, and right-to-farm notifications.
- Policy RL-1.7 Sewer and water services should not be extended into areas designated Agricultural Resource lands except where necessary to protect public health and safety.
- Policy RL-1.8 Roads and other capital facilities in agricultural areas should primarily service agricultural and other compatible rural activities. Changes in these facilities that would negatively impact agricultural activities or encourage new residential development should not be allowed.
- Policy RL-1.9 Within areas that are identified as Rural Residential areas, farm activities compatible with low-density residential development should be allowed and supported as appropriate uses.

8.3 Forest resource goals and policies

Goal RL-2.0 Designate and maintain forest resource lands based on long-term commercial significance, ecological value, and suitability for forestry uses.

- Policy RL-2.1 Areas currently in forestry use and designated as prime agricultural land by the National Resource Conservation Service (NRCS) may have future agricultural value. Do not allow conversion of these lands to urban level development, commercial, or industrial uses.
- Policy RL-2.2 Protect forest resource lands from incompatible uses on adjacent properties through setbacks, low residential densities of less than one (1) dwelling unit per 5 acres, and disclosure requirements that inform property owners of forestry operations.

8.4 Mineral resource goals and policies

Goal RL-3.0 Conserve mineral resource lands for current and future mineral extraction, minimize the adverse effects of mining on the environment and surrounding land uses, and encourage appropriate reclamation planning for the eventual post-extractive use of mine sites.

- Policy RL-3.1 Protect mineral resource lands from incompatible uses on adjacent properties with residential setbacks, densities of less than one (1) dwelling unit per 5 acres, and notice of mineral operations.
- Policy RL-3.2 Identify and designate mineral resource lands that are not already characterized by urban growth and that possess long-term commercial significance for minerals.
- Policy RL-3.2 Use the most recent DNR mineral resource inventory and site-specific geologic information to identify sand, gravel, and bedrock resources potentially eligible for designation as mineral resource lands.

8.5 Resource lands of long-term commercial significance

The GMA requires the County to classify and designate agricultural, forest, and mineral lands of long-term commercial significance consistent with RCW 36.70A.170 and the minimum guidelines in Washington Administrative Code (WAC) 365-190.

8.5.1 Agricultural resource lands

Areas within the county identified as agricultural lands of long-term commercial significance shall meet criteria::

- a. Parcels within the A-1 and A-2 zone districts;

- b. Parcels with prime agricultural soils as identified by the Soil Survey of Grays Harbor County Area, Pacific County, and Wahkiakum County, Washington (NRCS 1986) and not designated forest lands under RCW 84.33 or timber classified under RCW 84.34;
- c. Parcels currently used or have been used for the production of cranberries and classified under either Land Use Code 96 or 97;
- d. Parcels classified as farm and agricultural land under Open Space Law RCW 84.34;
- e. Parcels enrolled in federal conservation reserve programs; and/or
- f. Areas approved by the Washington State Department of Health for commercial shellfish production in accordance with RCW 69.30.050.

The map "Agricultural Lands of Long-Term Commercial Significance" (Figure 8-1) designates those parcels classified as forest lands of long-term commercial significance.

Property owners may request the County to add their parcel(s) as "Agricultural Lands of Local Importance" as agricultural resource lands.

8.5.2 Forest resource lands

Land primarily devoted to growing trees for long-term commercial timber production on land that the owner can economically and practically manage for such production, including Christmas trees. Areas within the county identified as forest lands of long-term commercial significance shall meet criteria:

- a. Parcels not designated Agricultural Resource; and
- b. Parcels classified under Open Space Law RCW 84.33 or RCW 84.34; or
- c. Parcels with trees grown for long-term commercial timber production and classified as site class I through V or red alder; or
- d. State lands managed by the Washington State Department of Natural Resources (DNR) for timber production.

The map "Grays Harbor County Forest Lands of Long-Term Commercial Significance" (Figure 8-2) designates those parcels classified as forest lands of long-term commercial significance.

8.5.3 Mineral resource lands

Lands primarily devoted to the extraction of minerals or that have potential or known deposits of minerals. Minerals include gravel, sand, and valuable metallic substances. Areas within the county identified as mineral lands of long-term commercial significance shall meet one or more of the following criteria:

- a. Parcels not designated Agricultural Resource; and
- b. Parcels that have an active, permitted site under the Surface Mining Act, RCW 78.44; or

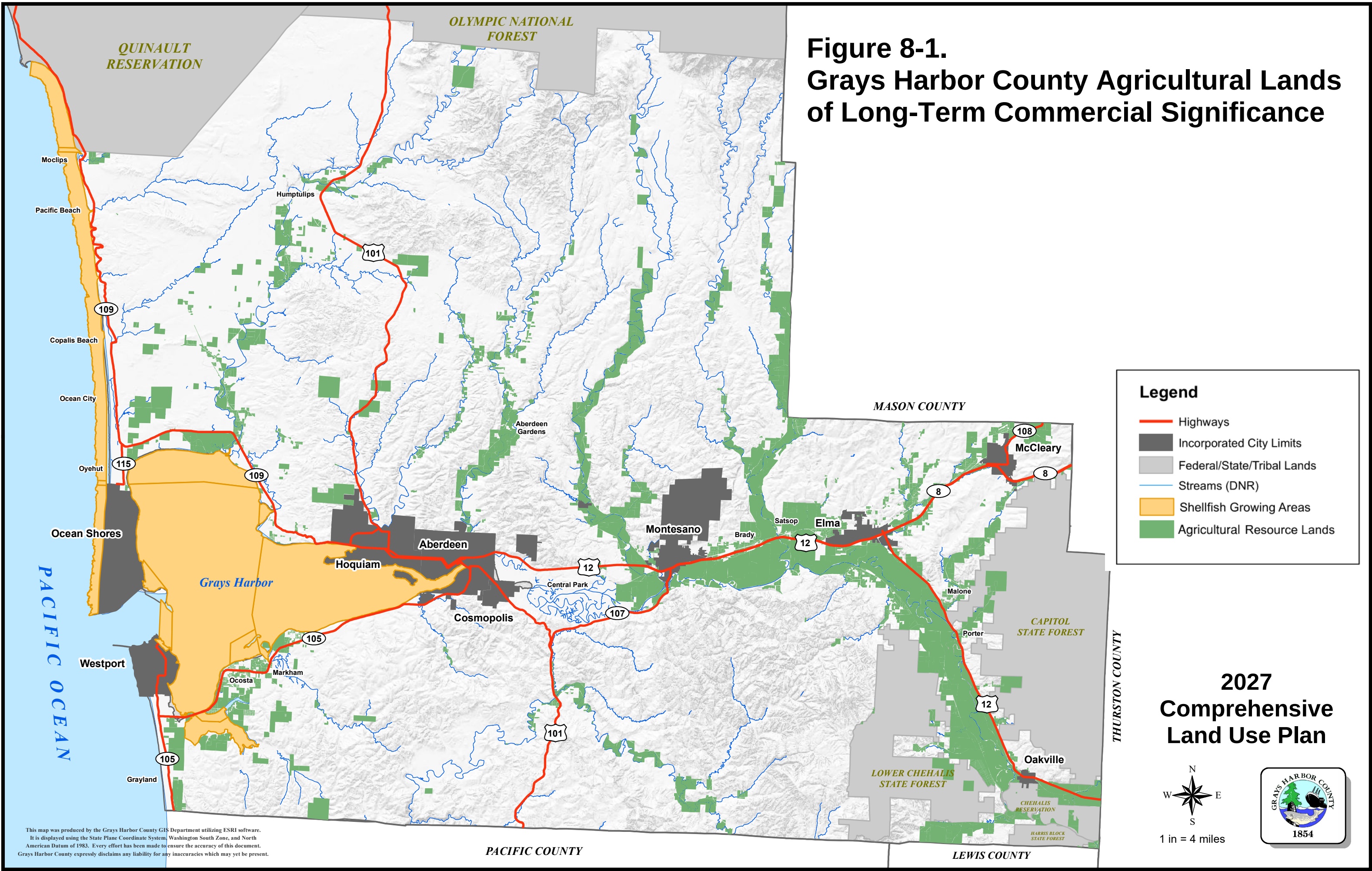
- c. Parcels with known or potential mineral resources identified in the Aggregate Resource Inventory of Grays Harbor County, WA (DNR 2026) located on a parcel no less than 10 acres in area and surrounded by parcels no less than 5 acres each.

The map "Mineral Lands of Long-term Commercial Significance" (Figure 8-2) designates those parcels classified as mineral lands of long-term commercial significance.

Property owners may request Grays Harbor County to add their parcel(s) as a "Potential Mineral Resource Site" to the map "Grays Harbor County Mineral Lands of Long-term Commercial Significance."

The designation of a parcel on the map "Mineral Lands of Long-term Commercial Significance" shall not create the presumption of an automatic approval of a surface excavation or extraction permit application as provided under GHCC 17.60.

Figure 8-1.
Grays Harbor County Agricultural Lands
of Long-Term Commercial Significance



This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Figure 8-2.
Grays Harbor County Forest Lands of
Long-Term Commercial Significance

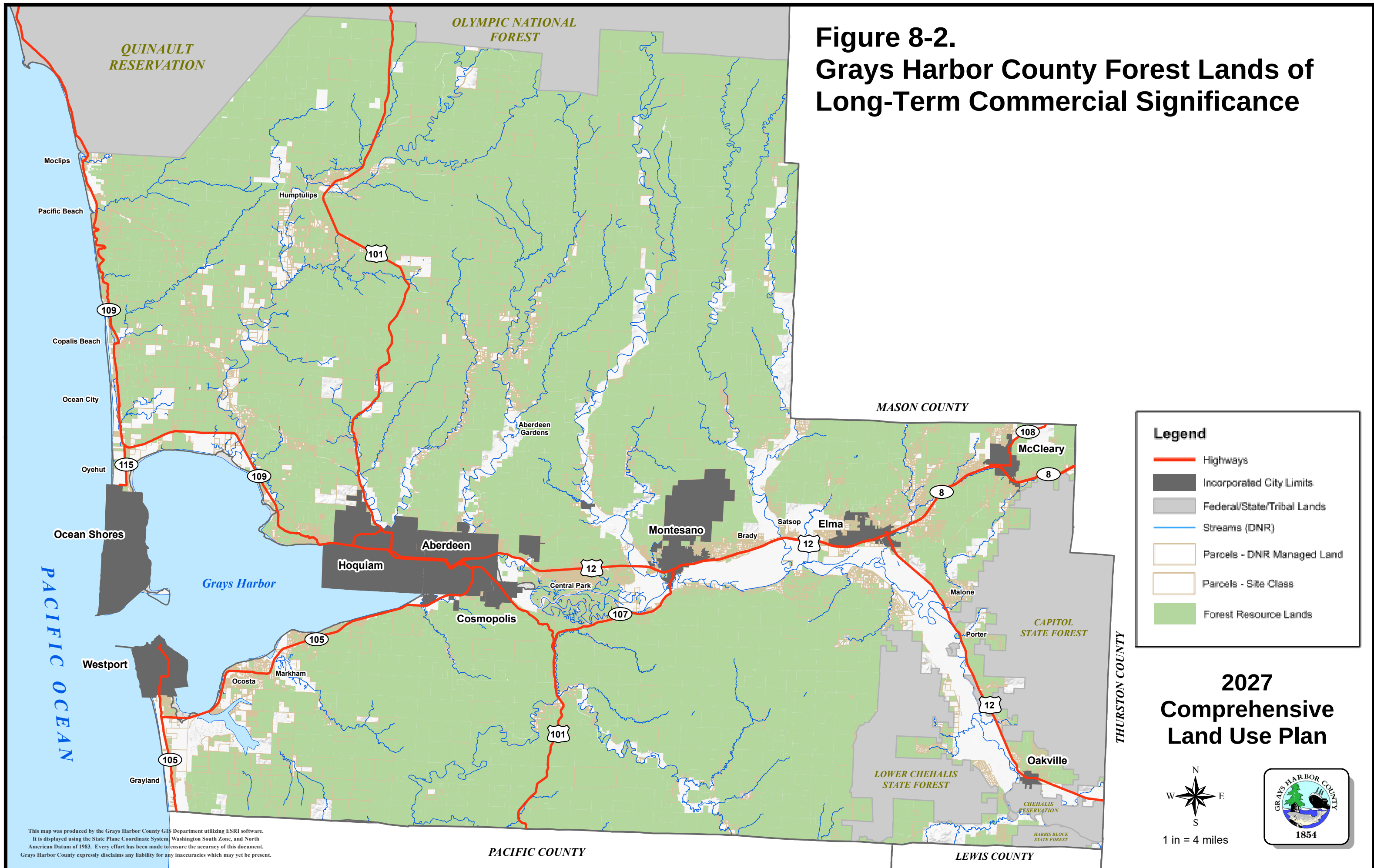
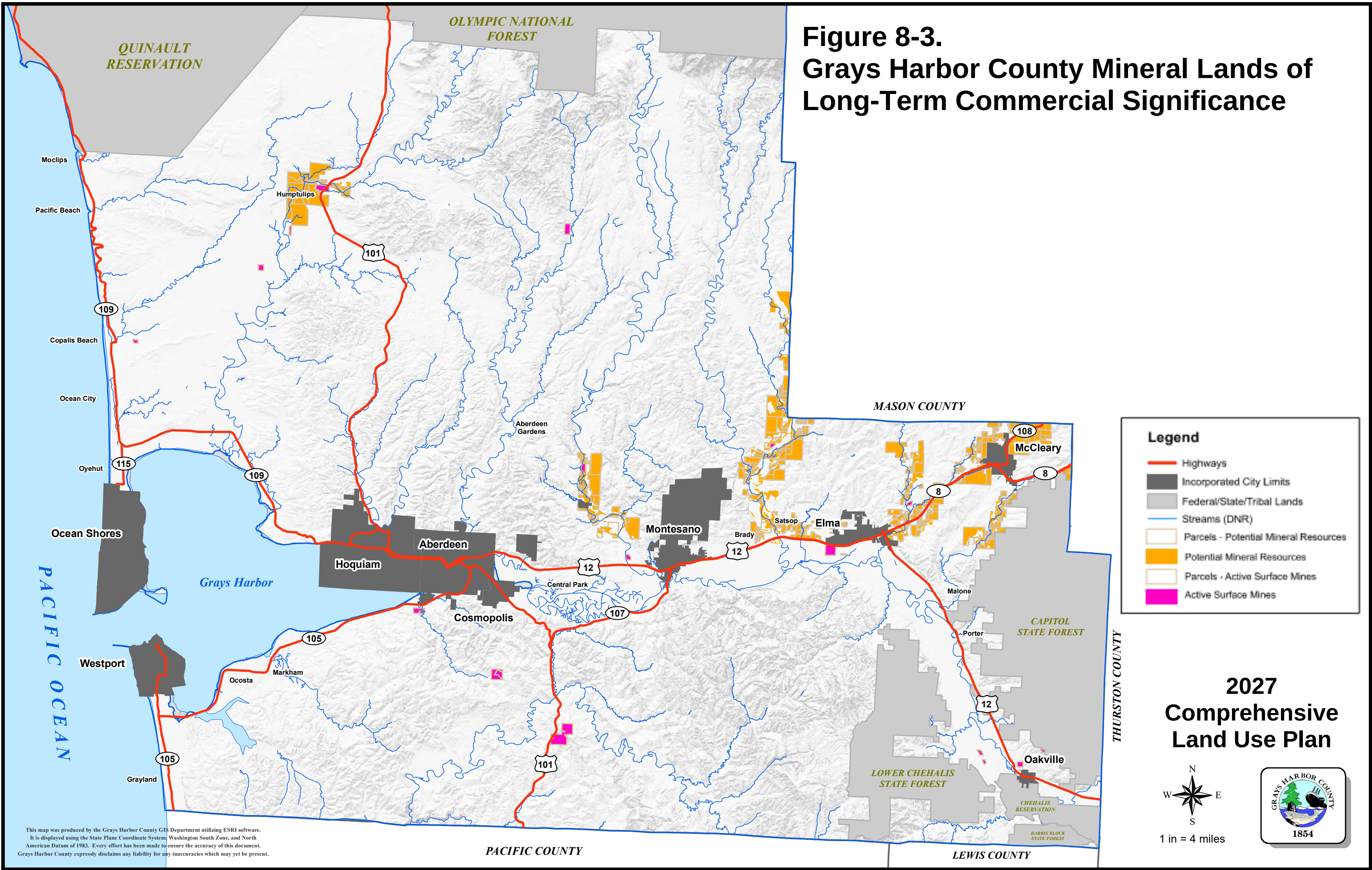


Figure 8-3.
Grays Harbor County Mineral Lands of
Long-Term Commercial Significance



8.6 *Existing resource lands characteristics*

Resource lands in the county include agricultural, forest, and mineral lands that are of long-term commercial significance and are not already characterized by urban growth. These lands are distributed across the county based on physical characteristics such as soil quality, timber productivity, and geologic conditions, as well as historical land use patterns. Resource lands play a critical role in supporting the county's natural resource-based economy, including farming, forestry, and mineral extraction, while also contributing to environmental functions such as habitat, water quality, and open space. County policies and regulations are intended to conserve these lands, maintain their long-term viability, and minimize conflicts with incompatible uses.

8.6.1 **Agricultural resource lands**

The protection of agricultural land for the County's farm industry has been a concern of the County for many years. The Regional Land Use Plan adopted by the Grays Harbor Regional Planning Commission and published in 1963 recommended farmland conservation and designated the major east county river valleys agricultural. The County's existing Comprehensive Land Use Plan, adopted in 1969, pursued further the objectives of the Regional Plan.

In 1969, the areas designated Agricultural included the bottom lands of the Chehalis River Valley east of Montesano, and the Wynoochee, Satsop, Upper North River, and lower Humptulips Valleys.

In the late 1970s and early 1980s, the Agricultural designation was extended up the Satsop Valley to Township 20 North. The land use element of the Comprehensive Plan and supporting agricultural planning efforts during this period resulted in designation and zoning of agricultural lands based on the 1979 farmland inventory and evaluation of land capable for agricultural purposes. As a result of this effort, the Agricultural I and II designations were adopted. They are still in use today.

In 2012, the County adopted Agricultural Resource land designation criteria consistent with the requirements of the GMA. These criteria replaced the agricultural designation criteria previously established through the County's earlier planning efforts and were adopted in GHCC 18.10.

During the development of this Comprehensive Land Use Plan, engagement with the agricultural community (i.e., farmers, agricultural landowners, and other stakeholders) emphasized the importance of maintaining the long-term viability of agriculture in the county. Key themes identified through the community engagement process included the following:

- Agricultural issues and designations in previous planning efforts remain relevant today.
- Road design and transportation improvements should consider the operational needs of agriculture.
- Agricultural lands should be protected from encroachment by incompatible uses, including higher density residential, commercial, industrial and utility-scale energy development, such as solar, wind, data storage, and battery energy storage systems.

- Agritourism opportunities that are compatible with agricultural operations and support agricultural should be encouraged.
- Right-to-farm protection provisions should be strengthened.
- Agricultural water rights should be protected.
- Purchase of Agricultural Resource land for fish and wildlife habitat should be discouraged.
- Existing agricultural zoning and minimum lot-sizes should be maintained to preserve agricultural viability.

8.6.2 Forest resource lands

Forest resource lands are those lands not already characterized by urban growth and are of long-term significance for the commercial production of timber and other wood fiber associated with forestry practices. Commercial forestlands occupy a large portion of the county and contribute to the local economy, watershed health, wildlife habitat, and open space. These lands are designated and managed for long-term timber production and maintain the forest resource land base. Land use on and adjacent to designated forest resource lands is managed to discourage incompatible development, minimize residential encroachment, and support any ongoing forestry operations.

8.6.3 Mineral resource lands

Grays Harbor County has a wealth of mineral resources including sand, gravel, and bedrock resources used for construction and infrastructure. Additional mineral deposits may also be present in other areas of the county. The County intends to conserve access to mineral resources of long-term commercial significance consistent with the GMA and state guidance for resource land designation. At the same time, the County seeks to balance mineral resource extraction with environmental protection and the interests of surrounding property owners and communities.

The mineral resource land Goals and Policies are intended to:

- Identify and designate mineral resource lands;
- Ensure that these lands continue to be available for mining;
- Minimize the impacts of mining on the environment, communities, and other land uses; and
- Ensure that mining sites are left in a condition compatible with subsequent uses.

Mineral resource lands are those lands not already characterized by urban growth and are of long-term significance for the production or extraction of aggregate and other mineral substances, including sand, gravel, and other valuable minerals. Designated mineral resource lands are intended to retain priority for mineral extraction so that access to resources of long-term commercial significance is not precluded.

Mineral resource land designation and the associated policies are based on the following:

- An adopted geologic inventory supplemented by site-specific resource information;
- Classification of mineral resources based on quality, quantity, and long-term commercial significance;

- Protection of access to mineral resources while minimizing conflicts with surrounding land uses;
and
- Consideration of environmental constraints and reclamation requirements.

Chapter 9. Environment

9.1 Purpose

This Environment chapter of the 2027 Comprehensive Land Use Plan identifies and guides the protection of environmentally sensitive areas in unincorporated Grays Harbor County, including aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and wetlands.

Washington State law requires counties to designate and protect critical areas and to adopt development regulations based on best available science. This chapter provides the policy foundation for the County's CAPO and supports the protection of environmental functions and values while allowing for appropriate use of land.

This chapter documents previously identified critical areas and resource lands and provides a framework for their continued protection. Ongoing inventory and mapping efforts will continue to refine the extent of critical areas and inform implementation of policies and regulations.

Consistent with the community vision, the county's natural environment is recognized as a defining feature of the county. Protection of water quality, habitat, and natural systems supports public health, ecological function, and the rural character valued by residents.

9.2 Environment goals and policies

Goal EN-1.0 Protect people, property, public infrastructure, and environment in areas of natural hazards.

- Policy EN-1.1 Limit risks associated with landslides, erosion, seismic activity, and other geologic hazards through careful land use planning and development standards:
- a. Avoid or restrict development in areas identified as geologic hazard zones, including steep slopes, landslide-prone areas, and seismic hazard areas.
 - b. Require site-specific geotechnical studies for development proposals in or near geologic hazard areas.
 - c. Ensure development is designed and constructed to minimize risk to human safety and property from geologic hazards.
 - d. Preserve native vegetation and natural landforms that contribute to slope stability and erosion control.
 - e. Prohibit or limit activities that could increase hazard risk, including grading, vegetation removal, or drainage alterations.
 - f. Direct growth and development away from high risk geologic hazard areas to safer locations whenever feasible.

Policy EN-1.2 Protect floodplain functions and reduce flood risks through appropriate land use and development practices:

- a. Avoid new development in SFHAs where feasible.
- b. Require development within flood-prone areas to comply with applicable floodplain regulations and minimize risk to life and property.
- c. Preserve and restore natural floodplain functions, including flood storage, conveyance, and water quality.
- d. Prohibit or limit filling, grading, and development that would increase flood elevations or displace floodwaters onto other properties.
- e. Encourage the use of low-impact development and green infrastructure techniques to reduce stormwater runoff.
- f. Support relocation or retrofitting of existing structures that are at high risk of flooding.

Goal EN-2.0 In accordance with the GMA, designate and protect critical areas including wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas to protect public health, safety, welfare

Policy EN-2.1 Use best available science (BAS) to preserve and enhance the functions and values of critical areas through policies, regulations, programs and incentives.

Policy EN-2.2 Regularly evaluate and update the CAPO to incorporate BAS as necessary.

Policy EN-2.3 Allow reasonable use of private property that reflects appropriate avoidance and minimization measures and provides mitigation that protects people, property, and ecosystems.

Policy EN-2.4 Identify, designate, and protect locally-significant plants, animals, and habitats within the CAPO to preserve ecological functions, biodiversity, and community character. Locally important species and habitats shall include those that meet one or more of the following criteria:

- a. Represent remnant natural communities that were historically widespread within the county but are now limited in extent; or
- b. In their natural state, perform unique ecological functions essential to sustaining wildlife populations or providing important benefits to human communities.

Goal EN-3.0 Maintain and protect surface water and groundwater resources that serve the community and enhance the quality of life.

Policy EN-3.1 Protect the quality and quantity of groundwater used for public water supplies by minimizing, and where feasible, eliminating the release of substances into the water, soil, and groundwater that degrade the quality of these resources.

Policy EN-3.2 Control stormwater runoff rates, volumes, and water quality from new development and redevelopment to protect water quality, wetlands, natural drainage features, and as necessary to protect against community hazard.

Policy EN-3.3 Maintain groundwater availability for existing users, including agricultural irrigation and public water systems, and ensure that new groundwater withdrawals do not adversely affect existing water rights, groundwater supplies, or connected surface water resources.

Policy EN-3.4 Evaluate proposed high-water-demand land uses to ensure they do not adversely affect groundwater supplies, aquifer recharge, streamflows, agricultural water needs, or existing public and private water users.

Goal EN-4.0 Ensure that land use and development within shoreline areas is consistent with and implements the County's adopted Shoreline Master Program.

Policy EN-4.1 Review all development within shoreline jurisdiction for compliance with the County's adopted SMP.

Policy EN 4.2 Location, type, and density of uses allowed by land use designations and zone districts shall be consistent with the SMP.

9.3 Existing environment characteristics

Grays Harbor County contains a diverse range of natural environments, including marine and freshwater shorelines, estuarine systems, rivers and streams, wetlands, forested uplands, and agricultural lands. These natural systems support a variety of ecological functions, including water quality protection, flood storage, groundwater recharge, and habitat for fish and wildlife.

The county's natural environment is shaped by its coastal location, extensive shoreline network, and interconnected hydrologic and ecological systems. These systems include aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas, each of which contributes to the overall function and health of the landscape.

These environmental characteristics form the basis for designation and protection of critical areas and shoreline resources within the county and guide how development is managed to protect public health, safety, and environmental quality.

9.3.1 Shorelines

Shoreline areas in the county are regulated under the Washington State Shoreline Management Act (SMA) (RCW 90.58), which has required local jurisdictions to develop and maintain SMPs since the early 1970s. The SMA establishes a framework for balancing shoreline use, environmental protection, and public access for areas designated as "Shorelines of the State." In the county, these shorelines include the Pacific Ocean coastline, Grays Harbor estuary, and major river systems such as the Chehalis, Wishkah, Wynoochee, Satsop, and Humptulips Rivers, which support important ecological functions,

commercial and recreational uses, and cultural resources. Under the GMA, shoreline Goals and Policies are incorporated into and function as an element of the Comprehensive Land Use Plan.

The County adopted its SMP to implement SMA requirements at the local level. The SMP has been periodically updated to maintain consistency with state regulations, including the SMP Guidelines (WAC 173-26), and to reflect current conditions and BAS. The current SMP, effective November 7, 2023, establishes shoreline environment designations and associated development standards, including provisions for shoreline use, density, setbacks, open space, and public access. These regulations apply to a range of shoreline environments within the county, including coastal communities, working waterfront and resource-dependent areas, and rural and natural shorelines along rivers, the estuary, and coastal areas.

Although the SMP and CAPO are intended to avoid, minimize, and mitigate impacts to shoreline resources, shoreline conditions will continue to be influenced by both natural processes and human activities over the planning horizon. In the county, shoreline conditions are also influenced by natural processes such as flooding, erosion, sediment transport, and tidal dynamics within the estuary and coastal areas, requiring ongoing management to balance resource protection with economic and community uses.

9.3.2 Critical areas

Critical areas in the county form an interconnected system of hydrologic and ecological features that support water quality, habitat, and public safety. These areas are present throughout the county and are integral to maintaining environmental functions and reducing risk to people and property.

Critical areas, as defined by the GMA, include wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

Counties and cities are required to include the BAS in developing policies and development regulations to protect the functions and values of critical areas (RCW 36.70A.172).

Critical aquifer recharge areas

Aquifers are underground geologic formations capable of storing and transmitting groundwater. Aquifers occur as either confined or unconfined sources of groundwater. As water moves downward from the land surface, it is unable to enter a confined aquifer where impermeable materials, such as clay or rock, block infiltration. Recharge to confined aquifers occurs where breaks or fractures in these confining layers allow water to enter. In contrast, shallow, unconfined aquifers—often overlying confined systems—are recharged more directly as water infiltrates from the surface.

In the county, aquifers are commonly associated with alluvial deposits along major river valleys such as the Chehalis, Wishkah, Wynoochee, and Satsop Rivers, as well as with coastal and glacial deposits in lowland areas. Shallow aquifer systems are particularly prevalent in these river valleys and coastal plains and are often directly connected to surface water systems. One of the most significant identified aquifer systems is the Wildcat Creek Aquifer near McCleary, which serves as an important source of drinking water and is the subject of specific groundwater protection efforts.

Aquifer recharge areas replenish groundwater supplies and help protect the quality and reliability of drinking water sources used by residents, businesses, and agriculture. In the county, many rural residents rely on individual wells drawing from shallow aquifers, making the protection of recharge areas especially important in rural and unincorporated areas. Potential critical aquifer recharge areas are mapped on Figure 9-1.

Fish and wildlife habitat areas

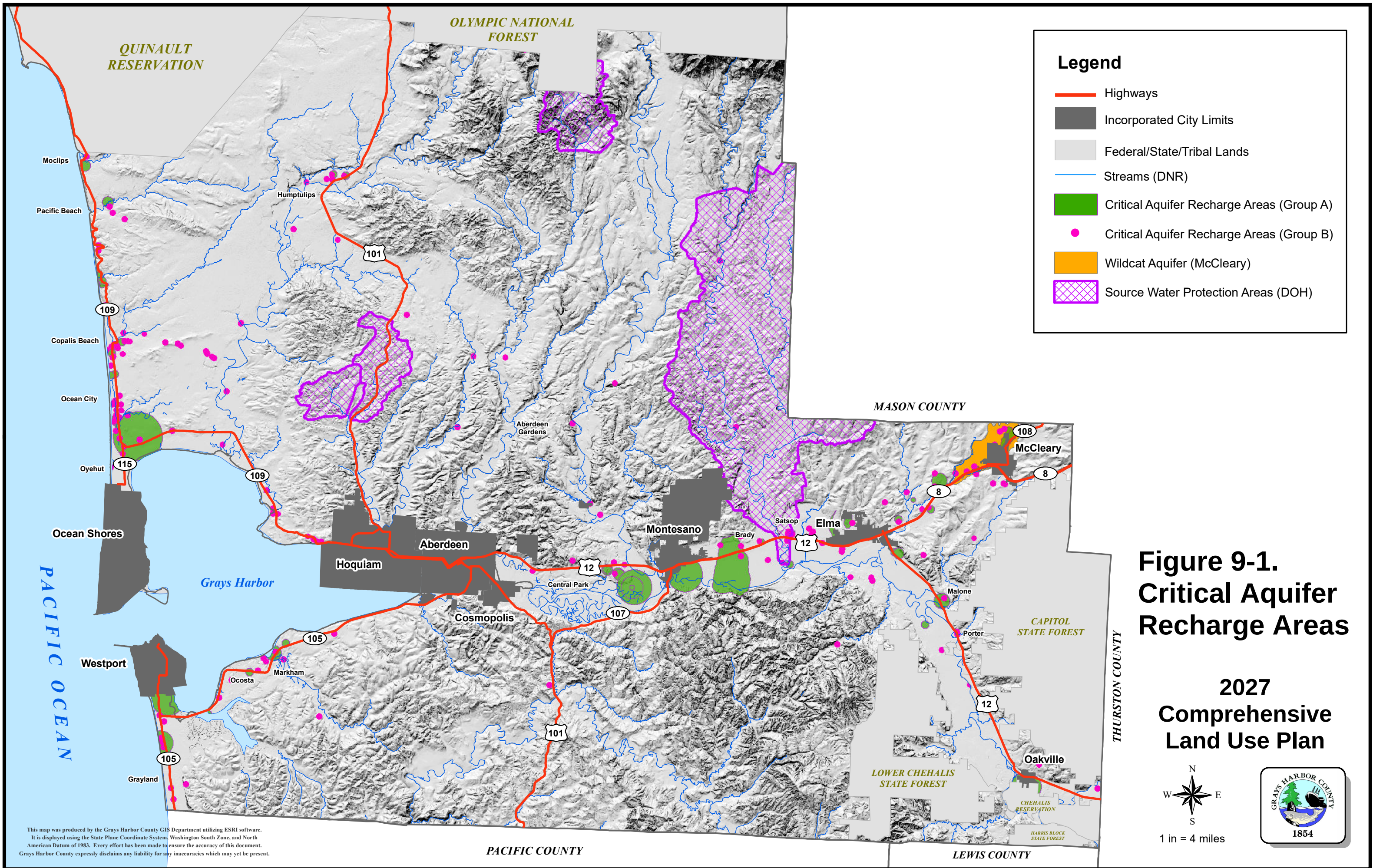
Sensitive fish and wildlife habitat areas are necessary for the survival of endangered, threatened, rare, and sensitive species. Habitat areas in the county include river corridors, estuarine environments, wetlands, and forested areas that provide connectivity and support a wide range of species. Major habitat systems include the Chehalis River basin and its tributaries (including the Wishkah, Wynoochee, Satsop, and Humptulips Rivers), as well as coastal estuaries associated with Grays Harbor. Key species in the county include salmonids such as Chinook, coho, and steelhead; federally listed species such as marbled murrelet and northern spotted owl; and other important wildlife such as Roosevelt elk, black-tailed deer, and a variety of migratory birds, including waterfowl, shorebirds, and raptors associated with coastal and estuarine habitats.

Fish and wildlife habitats essential for the survival, reproduction, and movement are identified and mapped consistent with state and local critical areas regulations. Habitat areas provide important ecological functions, including spawning and rearing habitat for fish; foraging, nesting, and breeding areas for wildlife; water quality protection; flood storage; and movement corridors between aquatic and upland environments.

Maintaining habitat connectivity and habitat corridors, and minimizing fragmentation, are important to supporting species movement and long-term ecological health. Past and ongoing resource activities, transportation infrastructure, and development have altered the extent, distribution, and connectivity of habitats in some areas of the county. County policies and regulations are intended to conserve these habitats and their functions while accommodating appropriate land uses and minimizing impacts from development. Potential fish and wildlife habitat areas are mapped on Figure 9-2.

Wetland areas

Wetlands are those areas inundated or saturated by ground or surface water at a frequency and duration sufficient to support (and during normal conditions do support) a prevalence of vegetation typically adapted for life in saturated soil conditions. Where the vegetation was removed or altered, a wetland can be determined by the presence or evidence of hydric or organic soil, or by documentation of previous wetland vegetation. Wetlands typically include swamps, marshes, bogs, and similar areas. Wetlands are present throughout the county and are often associated with river corridors, floodplains, low-lying areas, and major estuarine systems such as the Grays Harbor estuary, which is one of the most significant and productive ecological resources in the county.



In the county, extensive wetland systems are also associated with the Chehalis River basin and its tributaries, including the Wishkah, Wynoochee, Satsop, and Humptulips Rivers, as well as coastal dune and interdunal wetland systems along the Pacific Ocean coastline.

All wetlands are regulated by the County CAPO or the SMP, which also include development standards.

Wetlands provide important functions including water quality protection, flood storage, and fish and wildlife habitat, with estuarine wetlands supporting critical habitat for salmon, shellfish, and migratory bird species. In the county, wetlands also play an important role in supporting hydrologic connectivity between upland areas and river systems, storing and slowly releasing floodwaters during high-flow events, and sustaining stream baseflows in fish-bearing systems during drier periods. Many wetlands in the county have been altered by historic timber harvest, agriculture, and rural development, making the protection of remaining high-quality wetlands and restoration of impaired systems an important ongoing consideration. Potential wetland areas are mapped on Figure 9-3.

Frequently flooded areas

Frequently flooded areas are found within the 100-year floodplain, which are subject to a 1% or greater chance of flooding in any given year. These areas are also identified as Special Flood Hazard Areas (SFHAs) by the Federal Emergency Management Agency (FEMA) and include mapped flood zones such as Zone A, Zone AE, and coastal high hazard Zone V. Frequently flooded areas perform important hydrologic functions and may present a risk to persons and property. Streams, lakes, wetlands, and closed depressions may qualify as frequently flooded areas.

Flood-prone areas in the county are commonly associated with major river systems, including the Chehalis, Satsop, Hoquiam, Wishkah, and Wynoochee Rivers, as well as low-lying coastal and estuarine environments where flooding can result from storm events, high tides, and seasonal precipitation patterns. Potential frequently flooded areas are mapped on Figure 9-3.

Geologically hazardous areas

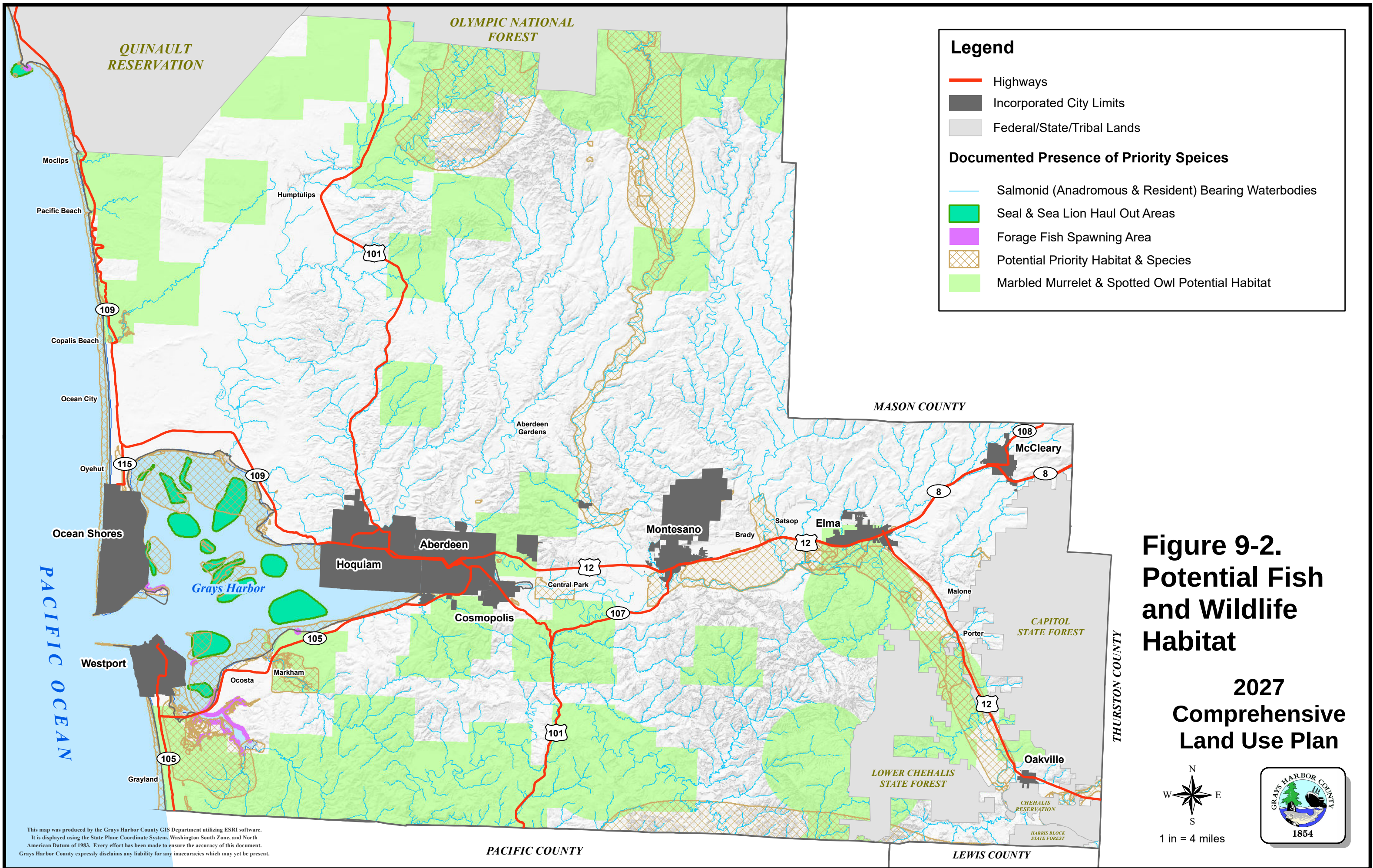
Geologically hazardous areas are one of the five categories of critical areas regulated GHCC 18.06, developed in accordance with the GMA to reduce risks to public safety, property, and environmental resources. These areas occur throughout the county and are characterized by geologic, soil, and hydrologic conditions that increase susceptibility to erosion, slope failure, seismic impacts, or other forms of instability.

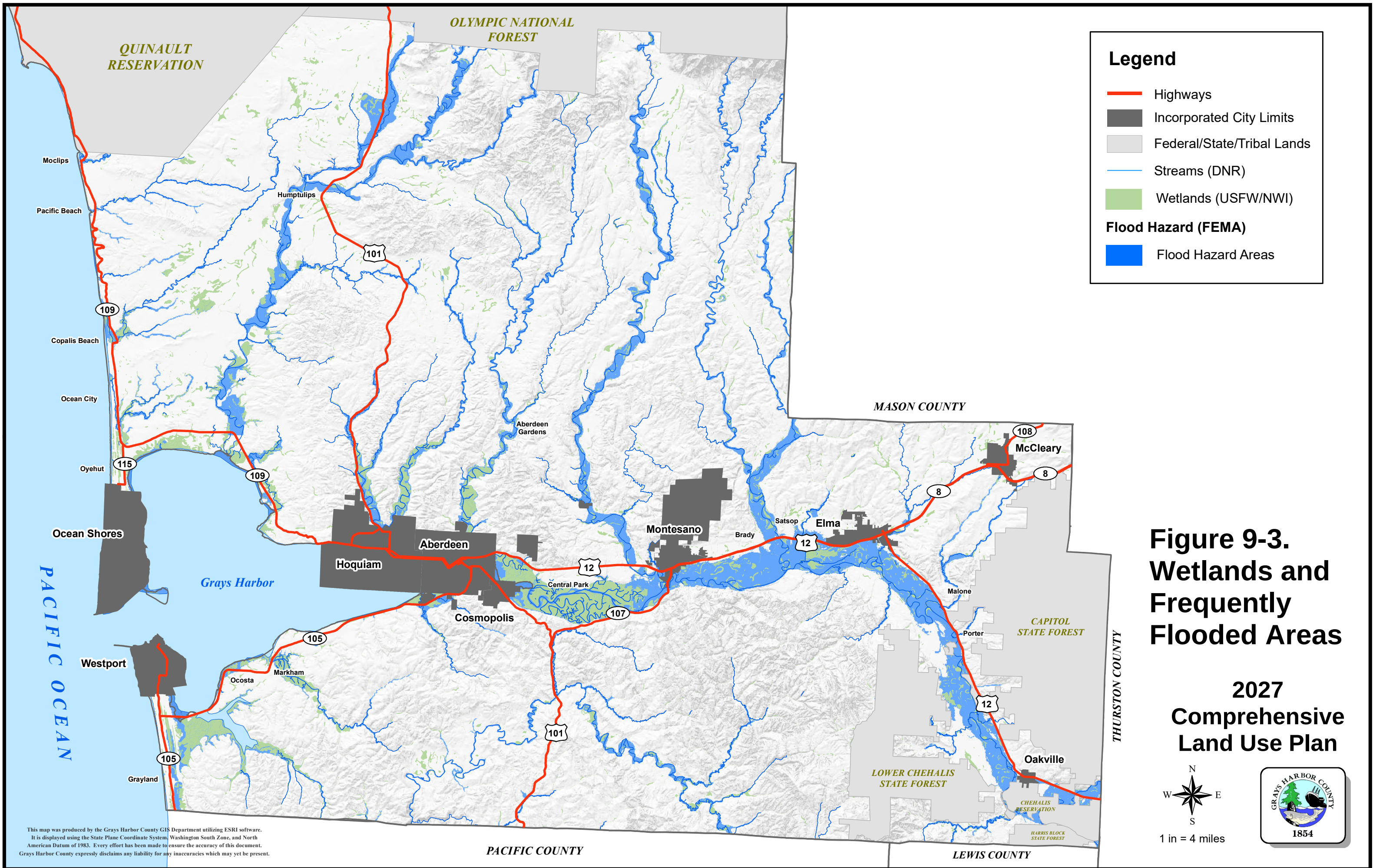
Geologic hazards in the county are influenced by topography, soil composition, precipitation patterns, and proximity to river corridors and coastal environments. The primary types of geologically hazardous areas include the following:

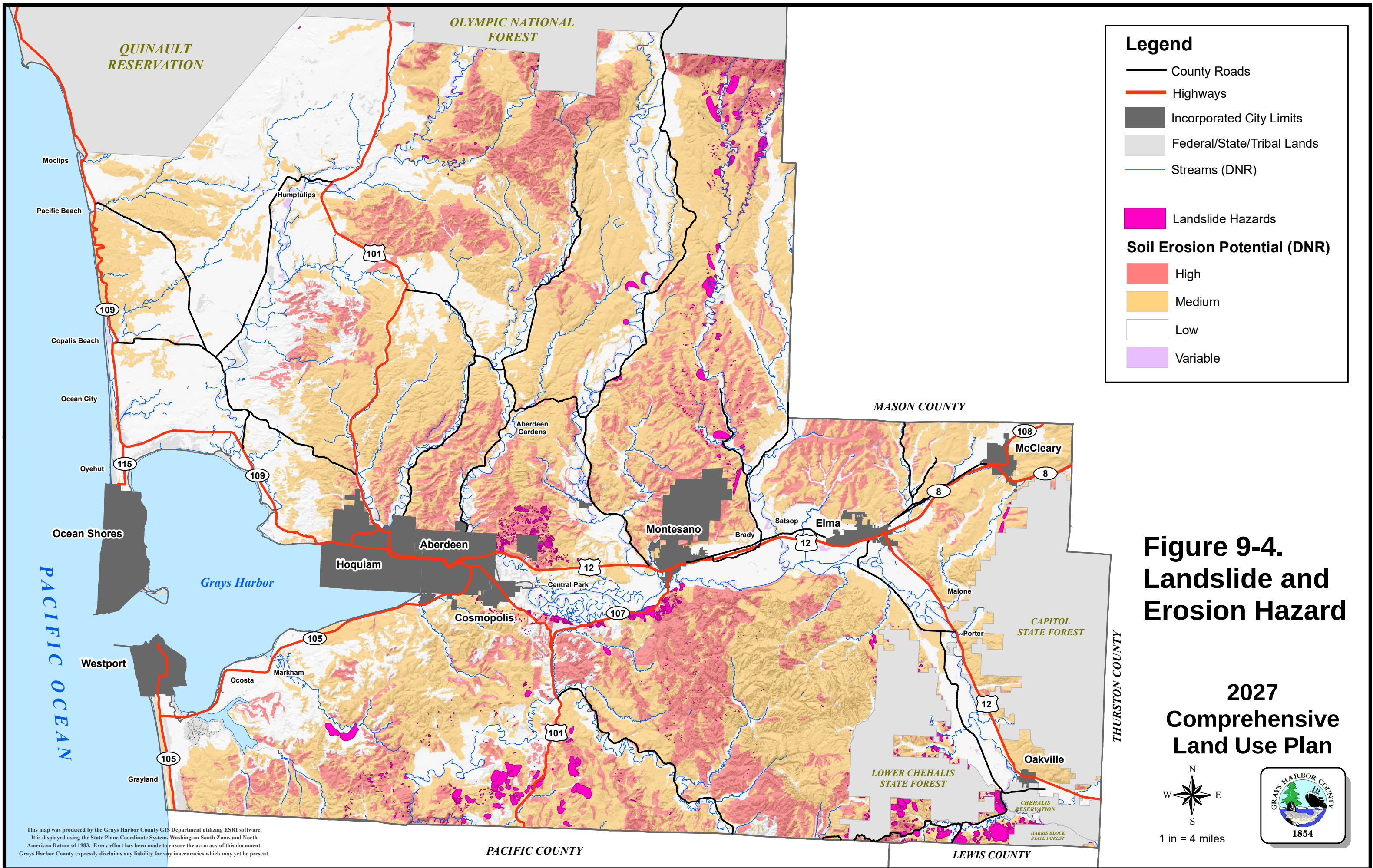
- Landslide Hazards - Areas with slopes or soil conditions that are prone to slope instability or mass wasting, often influenced by rainfall, groundwater, or seismic activity. Landslide hazards may pose risks to development, infrastructure, and public safety.

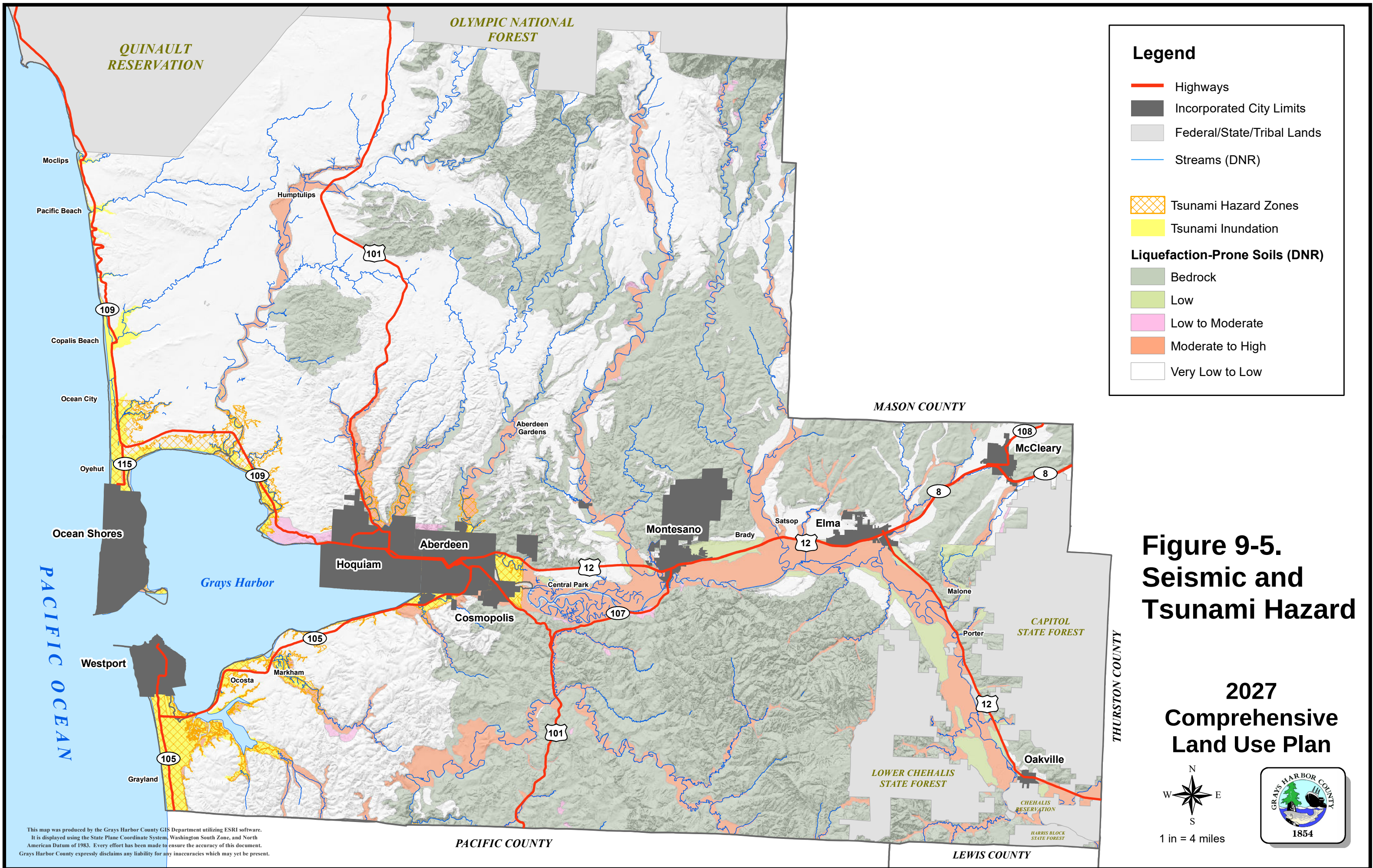
- Seismic Hazards - Areas susceptible to the effects of earthquakes, including ground shaking, soil liquefaction, and related geologic processes. The severity of these hazards varies based on local soil conditions and geologic context.
- Erosion Hazards/Channel Migration - Areas typically associated with rivers and streams, where natural processes such as flooding, sediment transport, and channel movement can alter landforms and affect adjacent properties over time.
- Steep Slope Hazards - Areas with significant changes in topography that are more vulnerable to erosion, drainage issues, and slope instability, particularly when disturbed by development activity.

These hazard areas are regulated through the County's CAPO (GHCC 18.06), which requires site-specific evaluation and appropriate measures to avoid, minimize, or mitigate risks associated with development in or near geologically hazardous areas. Potential erosion and landslide hazard areas are mapped on Figure 9-4 and potential seismic hazards, including tsunami hazard, are mapped on Figure 9-5.









Chapter 10. Cultural Resources

10.1 Purpose

The Cultural Resources chapter of the 2027 Comprehensive Land Use Plan provides a policy framework to support the preservation and appropriate management of cultural resources in unincorporated Grays Harbor County, including historic, archaeological, and culturally significant sites. Consistent with the community vision, the county's cultural resources contribute to community identity, local history, and sense of place, and are recognized as important elements of the county's heritage.

Washington State law requires counties to consider cultural and historic resources through planning, environmental review, and coordination with tribes, state agencies, and other affected jurisdictions.

Cultural resources in the county include historic buildings, structures, archaeological sites, and areas of cultural significance that reflect the county's history and heritage. Preservation and management of cultural resources rely on coordination among tribes, property owners, local government, state agencies, and historic preservation organizations.

10.2 Cultural resources goals and policies

Goal CR-1.0 Preserve and protect cultural resources, including archaeology, historic, and other culturally significant sites within the county.

- Policy CR-1.1 Coordinate with local tribes and the Washington State Department of Archaeology and Historic Preservation (DAHP) during the development review process to identify and protect cultural resources.
- Policy CR-1.2 Require a cultural resource report for development proposed on or near known or suspected archaeological sites and also for sites with a high probability for containing archaeological resources based on information provided by tribal partners or DAHP.
- Policy CR-1.3 When required, cultural resource reports shall be prepared in accordance with applicable DAHP guidelines for cultural resource reporting.

10.3 Existing cultural and historic characteristics

This section describes the cultural setting of the county, summarizing key archaeological, tribal, and historic patterns relevant to the county. The information provides context for understanding the broad range of cultural resources that may be present within the county and supports the implementation of policies in this plan.

10.3.1 Cultural setting

Archaeological and ethnographic evidence indicates that the Grays Harbor region has been inhabited for thousands of years, with early populations adapting to upland, riverine, and coastal environments. Over

time, Indigenous communities developed complex social and economic systems centered on the county's abundant natural resources, including rivers, estuaries, forests, and marine environments.

By the late prehistoric period, Indigenous communities in the region established settlements along waterways and protected shorelines, supported by fishing, shellfish harvesting, hunting, and plant gathering. These cultural patterns are reflected in the traditions of the Southern Coast Salish peoples.

Grays Harbor County lies within the traditional territories of the Southwestern Coast Salish peoples that speak languages in two families: Quinault, spoken in the northwestern part of the county, and Chehalis (Upper and Lower), spoken in the remainder of the county. Quinault-speaking groups include the Quinault, Queets, and Copalis peoples; Upper Chehalis speakers include the Upper Chehalis and Satsop peoples; and Lower Chehalis speakers include the Humptulips, Wynoochee, and Chehalis peoples.

Historically, many communities occupied seasonal village sites, moving between permanent winter settlements and resource gathering areas. Subsistence systems relied on fish caught using weirs and traps, harvested along with shellfish, and marine mammals. These food sources were supplemented with various upland game, berries, roots, nuts, and bulbs. These patterns of land and water use established long-standing relationships between people, natural resources, and the landscape that continue to shape the county's identity.

10.3.2 Historic setting

Beginning in the late 18th century, contact with Euro-American explorers and traders introduced significant changes to Indigenous communities and land use patterns. In 1792, the Vancouver expedition mapped and named Grays Harbor, marking the beginning of increased European presence in the region.

In 1855, leaders of the Quinault, Hoh, Queets, and Quileute signed the Quinault River Treaty, assigning the Quinault people to a reservation. Chehalis leaders did not sign a treaty, but later received allotments from the United States government. The Chehalis Reservation was established by Executive Order in 1864. Tribal communities have persisted through these changes, and descendants remain active members of federally recognized tribes, including the Quinault Indian Nation and the Confederated Tribes of the Chehalis Reservation.

Early Euro-American settlement occurred gradually during the mid-19th century, when small-scale logging, river transport, and coastal trade began to develop alongside existing Indigenous land uses. As transportation and industrial capacity expanded in the late 1800s, the county experienced rapid growth driven by timber production and access to regional and international markets.

In 1854, the territorial legislature created Chehalis County from Lewis County; it was later renamed Grays Harbor County in 1915. Communities such as Aberdeen, Hoquiam, and Cosmopolis developed as centers of industrial and commercial activity, closely tied to the timber economy and shoreline access.

By the early 20th century, the county had become a major timber-producing region with a diverse workforce and a strong industrial base. These economic activities shaped the built environment, settlement patterns, and cultural character of the county.

Following World War II, the timber industry remained important but began to shift due to mechanization, evolving forest management practices, and regulatory changes. By the late 20th century, reduced access to old-growth timber and increasing environmental protections contributed to economic transition in the county.

As the economy diversified, recreation, tourism, and other industries became increasingly important while communities maintained strong connections to the county's resource-based heritage. These transitions continue to influence the county's landscape, economy, and cultural identity.

Chapter 11. Circulation

11.1 Purpose

This Circulation chapter of the 2027 Comprehensive Land Use Plan guides coordinated transportation and land use in the county. It establishes Goals and Policies intended to maintain a transportation system that supports planned growth, mobility, and economic activity while preserving the county's rural character and quality of life.

The purpose of this chapter is to ensure that land use and development decisions are as follows:

- Coordinated with circulation routes and capacity.
- Consistent with local, regional and state transportation plans and preserves system performance.
- Supportive of a transportation network that is safe, efficient and well connected for all users.

11.2 Circulation goals and policies

Goal CI-1.0 Develop a transportation network that supports safe, convenient, and efficient travel for motorists, bicyclists, pedestrians, and transit users.

- Policy CI-1.1 Promote Complete Street principles in Urban Services and Mixed Use designations to accommodate pedestrians, bicyclists, transit users, motorists, and people of all ages and abilities.
- Policy CI-1.2 New development should provide sidewalks and bicycle facilities where appropriate to improve safety, connectivity, and access to community destinations.
- Policy CI-1.3 Streets, sidewalks, and other transportation facilities should be designed to meet applicable accessibility standards and accommodate people with disabilities.
- Policy CI-1.4 Development within Urban Services and Mixed Use designations served by transit should incorporate transit facilities into development site planning when appropriate.

Goal CI-2.0: Promote mixed-use development in Mixed Use and Urban Services designations that are served by transit.

- Policy CI-2.1 Direct growth to Mixed Use and Urban Services designations that are served by existing or planned transit.
- Policy CI-2.2 Encourage compact, mixed-use development patterns in Urban Services and Mixed Use designations to enhance mobility options and reduce travel demand.

Goal CI-3.0: Create a well-connected transportation network that provides safe, accessible and continuous connections for all users.

- Policy CI-3.1 Require new development to include an interconnected street network that provides internal circulation and connections to adjacent properties, existing and planned public rights-of-way, safe school walking routes, and trails identified in adopted plans. Subdivisions should provide at least two (2) points of access to the existing public road network serving the site. New subdivisions shall not create more than a total of 30 lots to be served by a dead-end private road(s) off a public road.
- Policy CI-3.2 Support trail systems and non-motorized corridors that connect neighborhoods, commercial areas, schools, parks, and open spaces.
- Policy CI-3.3 Land use changes and development proposals should be supported by adequate transportation facilities, including internal circulation systems, sufficient to maintain long-term network connectivity, mobility and transportation system performance.

Goal CI-4.0: Align local land use decisions with regional and county transportation plans and investments.

- Policy CI-4.1 Land use decisions should be consistent with regional and county transportation plans and policies.
- Policy CI-4.2 Coordinate proposed land use changes that may affect transportation systems with regional agencies and neighboring jurisdictions to promote consistency with adopted plans and maintain transportation system performance.
- Policy CI-4.3 Protect corridors identified for regional or county transportation improvements.
- Policy CI-4.4 Encourage land use patterns that support regional transit systems and mobility options.

11.3 Existing circulation characteristics

Grays Harbor County's circulation system includes a network of roadways, rail lines, ports, transit services, and non-motorized facilities that provide connections within the county and to the broader region. These systems support the movement of people and goods and influence land use patterns, economic activity, and access to services.

11.3.1 Roadway network

The county's roadway system includes state highways, county roads, and local streets that provide regional and local access. State routes connect communities within the county to surrounding regions, while county and local roads serve rural areas, residential neighborhoods, and resource lands. Roadway

capacity and condition vary throughout the county and influence the location and intensity of development.

The roadway network relies on a limited number of key corridors to carry most regional travel and freight. County roads provide essential access to small towns, timberlands, and tribal lands. Functional classifications follow Federal Highway Administration and WSDOT criteria. Principal and minor arterials connect population centers and the port/rail interface, while major and minor collectors serve rural communities and working lands.

Major highways

Grays Harbor County is served by a small number of state routes and US highways that provide the primary connections between coastal communities, inland towns, and regional destinations. Major routes include the following state routes and US highways:

- SR 8 provides a primary east–west regional transportation connection between US 101 near Olympia and US 12 in Elma, linking Grays Harbor County with the Olympia metropolitan area. The route serves as a key corridor for regional travel, freight movement, and access to state and regional services.
- SR 105 extends south from US 101 near Aberdeen–Hoquiam along the coast. The route serves coastal communities including Westport and Grayland, provides access to coastal recreation areas, and functions as part of the Hidden Coast Scenic Byway and a major tsunami evacuation route.
- SR 115 is a short connector that links SR 109 to Ocean Shores, providing access to the coastal destination.
- SR 107 is located entirely within Grays Harbor County. SR 107 is a short route connecting US 101 south of Cosmopolis and US 12 in Montesano. It is a link for freight movement. Along the route there are forested areas, wetlands and sloughs, and access to natural areas.
- SR 109 is part of the Hidden Coast Scenic Byway. SR 109 extends north from Hoquiam to Copalis Beach, providing access to coastal communities including Seabrook and Pacific Beach. The route supports coastal recreation and beach access and passes Griffiths-Priday State Park. SR 109 continues north to Taholah.
- US 12 runs east–west through the southern part of the county, linking Aberdeen and Montesano to Elma and Oakville. It serves as a major route for both local and through traffic, facilitating access to Interstate 5 and central Washington.
- US 101 is a primary north-south corridor along the coast, connecting communities such as Aberdeen, Hoquiam, and Cosmopolis, extending north toward Jefferson County and south toward Pacific County. It is vital for regional travel and freight.

County roads

Grays Harbor County maintains a network of rural collector and local access roads that provide essential connectivity between unincorporated communities, resource lands, and state highway facilities. These county roads serve multiple functions, including residential access, timber and agricultural transportation, and access to recreational destinations such as coastal areas and river corridors. Intersections with state highways and connections to urban areas serve as key transition points where traffic volumes and roadway standards increase.

These roads are generally two-lane facilities with varying design standards. Roadway conditions range from paved collectors with striped lanes and drainage infrastructure (e.g., Elma McCleary Road and Ocean Beach Road) to narrower rural roads with limited shoulders, limited sight distance, and occasional gravel or mixed-surface segments (e.g., Garrard Creek Road and Bush Creek Road). Traffic volumes on county roads are generally low to moderate, with demand closely tied to surrounding land use patterns, including Rural Residential development, resource lands, and recreational areas.

Roads used for resource extraction commonly carry intermittent heavy vehicle loads associated with forestry operations. For example, Cloquallum Road serves as a primary logging route connecting the Deckerville forest area to mills in Shelton, and Wynooche Valley Road functions as a major collector used by local residents, logging trucks, and travelers accessing Wynoochee Lake and the Olympic National Forest and Park. Coastal access routes, by comparison, experience seasonal increases in traffic associated with tourism and recreation and often function as rural major collectors providing important connections between northern coastal communities and public beach access areas (e.g., Copalis Beach Road and Ocean Beach Road).

Roads in the Hoquiam and Wishkah River areas (e.g., East Hoquiam Road, Wishkah Road, and Hoquiam–Wishkah Road) function as key access routes between Rural Residential areas and the cities of Hoquiam and Aberdeen. These corridors also serve as important service and access routes, supporting fire districts response, transit routing, and other public services. Transit and local routing documentation similarly identify Wishkah Road and East Hoquiam Road as primary connections linking rural communities to employment, services, and commercial centers in Aberdeen and Hoquiam.

11.3.2 Freight, port, and rail interface

Active rail lines traverse unincorporated areas of the county , with the Puget Sound & Pacific (PSAP) as the primary operator. While the county has freight rail infrastructure, there is no passenger rail service. Regional freight rail serving the Port of Grays Harbor is critical for moving agricultural exports, automobiles, and other bulk commodities, and industrial spurs and port terminals support major employers in Aberdeen, Hoquiam, and the Satsop Business Park.

Railroad

Rail infrastructure supports the freight movement and plays a key role in the regional economy, particularly in transporting timber and industrial goods. Rail lines connect the county’s industrial areas and port facilities to regional and national markets.

Ports

The Port serves as a major economic asset, supporting marine shipping, industrial development, and trade. Port facilities provide access to deepwater navigation and support the export of bulk materials and other goods, contributing to regional and international commerce.

The Port operates four deepwater cargo terminals in Aberdeen and Hoquiam and the Westport Marina, positioning it as one of Washington's key export hubs with direct international access. Commercial fishing and marina facilities are concentrated in Westport and Ocean Shores, and intermodal connections link marine terminals to both rail and highway networks. To address the effects of growing rail traffic on port access and reliability, current projects include the Port Marine Terminal Rail, Hoquiam River Rail Bridge, and Wishkah River Rail Bridge improvements. In addition, Sierra Pacific Industries functions as a major marine shipping point within the Grays Harbor estuary.

11.3.3 Transit

Public transit service is provided by Grays Harbor Transit, which operates fixed-route and demand-response services connecting communities throughout the county. Transit service provides access to employment centers, schools, medical facilities, commercial areas, and government services and plays an important role in meeting the mobility needs of residents who do not drive, including older adults, people with disabilities, and lower-income households.

11.3.4 Non-motorized transportation

Non-motorized transportation facilities, including sidewalks, trails, and bicycle routes, provide opportunities for active transportation and recreation. These facilities support safe and accessible travel for pedestrians and cyclists and contribute to community connectivity and public health. Availability of facilities varies throughout the county, with more developed networks in incorporated cities and larger unincorporated communities.

Beaches, lakes, and forested lands offer extensive trail networks, and several state route corridors provide partial shoulder accommodations. In rural communities, multimodal access remains more limited due to roadway geometry, dispersed land use patterns, and long distances between destinations. Existing bike and pedestrian routes and planned facilities are described in the following sections.

Bike and pedestrian routes

The 1981 Grays Harbor Bike Plan was an early regional effort to meet state requirements, coordinate bicycle routes across jurisdictions, and integrate bicycling into transportation, recreation, and energy planning. It distinguished between utilitarian and recreational cycling, identified a tiered network of corridors and paths, and included early WSDOT bikeway design standards. The plan anticipated very limited funding, assuming incremental development as part of other projects (Grays Harbor Regional Planning Commission 1981).

In 2013, GHCOG updated its countywide bicycle route mapping as part of a regional effort to modernize and consolidate active-transportation data originally established in the 1981 plan. The mapping update

identified existing and planned bicycle corridors using facility-type definitions consistent with WSDOT guidance, including shared roadways, paved shoulder bikeways, striped bike lanes, and multi-use paths. These classifications support regional coordination and provide a common basis for local transportation elements and project programming under state and federal funding programs.

- Shared roadway - A standard vehicular lane with no dedicated bicycle markings. Typically used on low-volume roads where shoulders are narrow or absent.
- Paved shoulder bikeway - A paved shoulder of sufficient width (often 4 to 6 feet) intended to provide separation between bicycle and vehicle traffic.
- Striped bike lane - A portion of the roadway designated for bicycle use through striping and pavement markings.
- Multi-use path/Shared use Trail - A path physically separated from the roadway and typically shared by bicyclists and pedestrians.

The WSDOT 2026-2031 Transportation Improvement Program includes planned non-motorized projects, such as the Karjala Road Project and the Damon Road Improvement Project, which will add pedestrian facilities and a shared use path for beach access.

Chapter 12. Utilities

12.1 Purpose

This Utilities chapter of the 2027 Comprehensive Land Use Plan guides growth in the county. It establishes Goals and Policies that encourage and allow uses that meet the intent and objectives of the Vision.

The purpose of this chapter is to ensure land use is coordinated with utility availability and capacity.

12.2 Utilities goals and policies

12.2.1 Water and wastewater infrastructure

Goal UT-1.0 Ensure that water supply and wastewater (sewer) systems are available, adequate, and constructed in a timely manner to serve existing and planned development, protecting public health, safety, and the environment.

- Policy UT-1.1 Require development to demonstrate that sufficient potable water and wastewater infrastructure and capacity exist or will be provided prior to building permit issuance.
- Policy UT-1.2 Require development within designated water and sewer service areas to connect to public systems where service available and capable of serving development.
- Policy UT-1.3 Protect public water system sources by limiting or prohibiting new private wells within public water system retail service areas.
- Policy UT-1.4 Developers are responsible for designing, financing, and constructing onsite and necessary offsite water and sewer improvements needed to serve their projects.
- Policy UT-1.5 All water and sewer improvements or connections shall meet applicable engineering standards and be reviewed and approved by the utility provider.

12.2.2 General utility facilities

Goal UT-2.0 Ensure that utility facilities are sited to support efficient service delivery while maintaining compatibility with surrounding land uses.

- Policy UT-2.1 Utility facilities should be located within Mixed Use, Rural Development, Urban Services or Rural Industrial designations, except where such facilities are necessary to serve a defined local service area and must be located in closer proximity to the users they serve.

12.2.3 Alternative energy facilities

Facility siting

Goal UT-3.0 Protect the community’s visual quality, environmental resources, and established land use patterns by strictly managing the siting, scale, and design of alternative energy facilities, including wind energy, solar facilities, and battery energy storage systems.

- Policy UT-3.1 Direct utility-scale alternative energy facilities to lands designated for industrial use, except where site-specific physical characteristics, resource availability (including wind or solar potential), or operational requirements necessitate alternative locations.
- Policy UT-3.2 Prohibit utility-scale alternative energy facilities in Agricultural Resource lands, critical areas, and associated buffers.
- Policy UT-3.3 Utility-scale alternative energy facilities should not be located in areas where they would adversely impact the following:
- a. Scenic resources and viewsheds including coastal views and ridgelines;
 - b. Rural Residential and General Development designated areas;
 - c. Identified wildlife habitat and migration corridors; or
 - d. Tribal, cultural or historic resources.
- Policy UT-3.4 Require applicants to demonstrate that there is no feasible location for the project with less impact to visually scenic resources and viewsheds, wildlife habitat and migration corridors, and residential designations.
- Policy UT-3.5 Establish strict limits on the size, height, and intensity of facilities to ensure they remain compatible with surrounding uses.

Design and mitigation

- Policy UT-3.5 Require visual impact assessments and glare studies to protect nearby residents, roadways and viewpoints and require setbacks, screening, color treatments, and landscaping to mitigate impacts.
- Policy UT-3.6 Adopt strict standards for noise levels, glare, and shadow flicker to protect nearby residents.

Decommissioning

- Policy UT-3.7 Require decommissioning agreements and financial guarantees to prevent abandoned infrastructure.

Solar

- Policy UT-3.8 Prioritize solar energy development on rooftops, parking canopies, and other existing structures in order to minimize the conversion of industrial and

commercial lands, and to preserve those areas for high-value, employment-generating uses.

12.3 Existing utilities characteristics

12.3.1 Water

Water service in the county is provided through a combination of municipal water systems, water districts, small community systems, and individual private wells in rural areas. Surface water and groundwater sources supply potable water throughout the county. Water availability and system capacity vary depending on location and infrastructure, with rural areas relying more heavily on individual systems.

Water supply systems

Several cities extend service into adjacent unincorporated areas and plan for future service areas based on projected growth:

- Elma – The city’s 2013 water system plan is in the process of being updated and is not currently available. The system has a planned capacity to serve a total of 2,713 equivalent residential units (ERU) (Eaton, pers. comm. 2026).
- McCleary – The water system plan anticipates Rural Residential and General Development zoning in its unincorporated service area and an annual growth rate of 0.5% per year or 5% per decade through 2037. The City of McCleary requires annexation as a condition of water service (Gray and Osborne, Inc. 2020).
- Montesano – The water system plan indicates an annual growth rate of 0.8% (8% per decade) within areas inside and outside of city limits. Current source production is adequate to meet demand for the 10-year forecast period through 2032 (Montesano 2022).
- Ocean Shores – The plan anticipates an annual growth rate of 2% or 20% per decade for its water service area through 2035 (Pace Engineers 2016).
- Westport – The water system plan anticipates R-2 and R-3 zoning in its unincorporated service area and projects an annual growth rate of 0.65 % or 6.5% per decade through 2045 (Gray and Osborne, Inc. 2025).

County-operated systems in unincorporated communities include the following:

- Pacific Beach/Moclips Public Water System – Serves Pacific Beach, Moclips, and Seabrook. The system uses three wells, two ground-level storage tanks, two below-grade storage tanks, and four booster pump stations. The plan anticipates 3.3% annual growth from 2016 to 2036, with a total demand of 1,442 residential and 497 commercial ERUs. Supply is adequate for the planned growth, though additional storage is needed to meet the 20-year growth projections (Gibbs and Olson 2016).
- Hogan’s Corner Water System – Serves Ocean City State Park, the Illahee/Oyehut Area, Hogan’s Corner, and the Quinalt Beach Resort. Water is sourced from two wells (70 feet and 121 feet

deep) feeding a 160,000-gallon reservoir, from which water is pumped to the distribution system using booster pumps. Information regarding system capacity and growth projections was not available for this system.

- Ocean City Water System – Serves the Ocean City area adjacent to and surrounding Ocean Boulevard. The system consists of four wells and a 20,000-gallon reservoir for distribution. The water system plan including growth assumptions and capacity are not available for this system.
- Haven by the Sea and Sea View Estates Systems – Serves the Copalis Beach area (Haven by the Sea plats). The system relies on a single well to meet water production requirements. The Haven by the Sea water system plan anticipates 2% annual growth from 2023 through 2038 with a total of 126 residential and 30 commercial ERUs (County 2018).

There are three public water districts serving the unincorporated county area:

- Water District No. 1 (Grayland) – Two groundwater wells, a 300,000-gallon steel tank and a 150,000-gallon concrete reservoir. Growth projections are based on 0.13% annual growth rate. The Grays Harbor County Water District No. 1 water system serves 817 ERUs and is approved for 1,072 ERUs (Grays Harbor County Water District No. 1 2022).
- Water District No. 2 (Central Park) – Two groundwater wells. The water system plan including growth assumptions and capacity are not available for this system.
- District No. 3/8 (Neilton) – Two groundwater wells and a 60,000-gallon reservoir (County 2024). The water system plan including growth assumptions and capacity are not available for this system.

In addition, many rural parcels, particularly those outside established water service areas, depend on individual groundwater wells rather than centralized public systems. Water system planning and design standards are guided by applicable water system plans and regulatory requirements.

12.3.2 Sewer

Wastewater treatment in the county is provided by a combination of municipal sewer systems and smaller community facilities, primarily serving incorporated areas and designated service areas. In unincorporated and rural areas, onsite septic systems are the primary method for wastewater disposal. The availability and capacity of sewer service influence development patterns and densities.

Most cities operate their own sanitary sewer systems, except for Cosmopolis, which is served by the City of Aberdeen/Hoquiam system. Three cities —Elma, Montesano, and Westport—extend sewer service into adjacent unincorporated areas. The County operates sanitary sewer systems serving some unincorporated communities.

The County-operated wastewater systems include the following:

- Pacific Beach/Moclips Sanitary Sewer System – Serves Pacific Beach, Moclips, Seabrook, Olympus Ocean Estates, Ocean Grove, and a US Naval facility (CH2M HILL 2009). The system uses individual grinder pumps, seven pump stations, and a network of gravity and pressure

mains that convey wastewater to the Pacific Wastewater Treatment Plant on Ocean Beach Road. The wastewater plan anticipates 2% annual growth from 2007 through 2029. As of December 2025, the system had 100 available sewer connections (Mittleider, pers. comm. 2026).

- Illahee Oyehut Sanitary Sewer System – The sewer system plan including existing and proposed facilities, growth assumptions and capacity are not available for this system.
- Other small community wastewater treatment facilities – Rural properties located outside sewer service areas rely on private, onsite sewage systems (OSS). These systems require larger parcel sizes to function properly. Consequently, areas relying on OSS typically develop at lower densities than areas served by sanitary sewer service.

12.3.3 Stormwater

Stormwater management systems in the county vary from engineered systems in developed areas to natural drainage systems in rural and undeveloped areas. Stormwater runoff can affect water quality, flooding, and habitat conditions, particularly where impervious surfaces increase. Effective stormwater management is important for maintaining watershed functions, protecting receiving waters, and supporting habitat.

12.3.4 Energy

Energy infrastructure in the county supports residential, commercial, industrial, and public uses and includes electric power distribution and limited natural gas service. Energy demand is expected to increase with population and economic growth, requiring continued coordination with utility providers.

Nearly 90% of the county's electric supply is carbon-emission-free and is primarily sourced through the BPA.

Natural gas

Natural gas service is limited and generally available only in certain areas of the county, primarily within or near incorporated communities. Many rural areas rely on electricity, propane, wood, or other fuels for heating and energy needs.

Renewable energy

Opportunities for renewable energy development, including wind, solar, and other renewable technologies, exist within the county, although development has been limited to date. Renewable energy may contribute to future energy supply and diversification, particularly in response to changing energy needs and technologies.

12.3.5 Electrical and telecommunication

Grays Harbor Public Utility District (GHPUD) provides electric service to approximately 45,000 customers in both urban areas and rural areas throughout the county. The system consists of approximately 1,505 miles of distribution line, 215 miles of transmission line, and 36 substations. Recent system

upgrades include vegetation management, pole replacements, and other upgrades to improve system reliability.

In addition, GHPUD also operates telecommunication services and a fiber optic network that make high-speed telecommunications accessible to many areas of the county that might not otherwise have this service available. The system consists of approximately 300 miles of fiber optic infrastructure. In 2025, using grant money provided by the Washington State Broadband Office, the GHPUD and contract crews began a major fiber optic expansion project in the South Elma/Cedarville area. When completed, the project will bring the utility fiber network and access through five internet service providers to 500 previously under or unserved east county residents.

The network also supports deployment of high-speed wireless and cellular communication services throughout the county. Personal wireless facilities, including cellular towers and associated infrastructure, provide mobile communication services across the county. Facility siting and expansion are influenced by coverage needs, geography, and regulatory requirements.

Chapter 13. References

- CH2M HILL. 2009. Facility amendment III, Pacific/Moclips Area sewage collection system and wastewater treatment plan. January.
- Eaton, Rick, Public Works Director, City of Elma. 2026. Personal communication (email) with Erika Shook, Jacobs. March 2.
- Gibbs and Olson. 2016. Part B - Water System Plan Pacific Beach Water System.
- Gray and Osborne, Inc. 2020. City of McCleary Water system plan. Gray and Osborne, Inc. Consulting Engineers. November.
- Gray and Osborne, Inc. 2025. City of Westport Water system plan update. September.
<https://cms8.revize.com/revize/westportwa/Water%20System%20Plan%20Update.pdf?t=202509291456400&t=202509291456400>.
- Grays Harbor County (County). 1999. Lake Quinault Sub-area comprehensive plan, Grays Harbor County Ordinance number 264, adopted October 25, 1999.
- Grays Harbor County (County). 2018. Part B - Water system plan, Haven by the Sea Water System. December.
- Grays Harbor County (County). 2024. Consumer confidence report for Neilton Water System.
<https://cms5.revize.com/revize/graysharborcounty/Public%20Services/Utility%20and%20Facility/Consumer%20Confidence%20Reports/2024/CCR%20Report%202024%20WD8%20.pdf?t=202509210056030&t=202509210056030>. Accessed March 2026.
- Grays Harbor Public Development Authority. 2007. *Satsop Development Park Master Plan*. October 16.
- Grays Harbor County Water District No. 1. 2022. *2023 Water System Plan Update*. January 20.
- Grays Harbor Regional Planning Commission. 1981. *Regional Bike Plan for Grays Harbor*. September 24.
- Jacobs. 2026. Grays Harbor County 2027 Comprehensive Land Use Plan SEPA Draft Environmental Impact Statement. May 8.
- Mittleider, Kaydee, Land Use Planner, Grays Harbor County Planning. 2026. Personal communication (meeting) with Erika Shook, Jacobs. January 22.
- Montesano, City of (Montesano). 2022. City of Montesano Water System Plan Update. Executive summary.
<https://cms8.revize.com/revize/montesano/Document%20Center/Public%20Works/February%202022%20-%20WSP%20Update%20-%20Exec%20Summary.pdf>. February.
- Natural Resources Conservation Service (NRCS). 1986. Soil Survey of Grays Harbor County Area, Pacific County, and Wahkiakum County, Washington.
- Pace Engineers. 2016. City of Ocean Shores water system plan.
- Port of Grays Harbor. 2017. Satsop Business Park Master Plan Addendum. June.

Washington State Department of Natural Resources (DNR). 2026. Aggregate Resource Inventory of Grays Harbor County, WA. July.

Washington State Office of Financial Management (OFM). 2025. *Postcensal Estimates of April 1 Population, 1960 to Present*. June 28.

Chapter 14. Acronyms and Definitions

14.1 Acronyms

%	percent
ADU	accessory dwelling unit
AMI	area median income
BAS	best available science
BPA	Bonneville Power Administration
CAPO	Critical Areas Protection Ordinance
the County	Grays Harbor County
DAHP	Washington State Department of Archaeology and Historic Preservation
DNR	Washington State Department of Natural Resources
EIS	Environmental Impact Statement
ERU	equivalent residential unit
GHCC	Grays Harbor County Code
GMA	Growth Management Act
GHCOG	Grays Harbor Council of Governments
GHPUD	Grays Harbor Public Utility District
HAI	Housing Affordability Index
OFM	Washington State Office of Financial Management
OSS	onsite sewage system
the Park	Satsop Business Park
the Port	Port of Grays Harbor
RCW	Revised Code of Washington
SEPA	State Environmental Policy Act
SF	square feet
SFHA	Special Flood Hazard Area
SMA	Shoreline Management Act
SMP	shoreline master program

SR	State Route
SWRTPO	Southwest Washington Regional Transportation Planning Organization
US	US Highway
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation

14.2 Definitions

Accessory dwelling unit (ADU) is a self-contained residential dwelling unit with permanent provisions for living, sleeping, eating, cooking, and sanitation that is subordinate to a principal single-family dwelling and located on the same lot. An ADU may have a gross floor area of up to 500 square feet, and may be attached to or detached from the primary dwelling.

Agricultural land is land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, finfish in upland hatcheries, or livestock.

Agricultural lands of local importance include those properties not meeting the designation criteria and are engaged in producing specialized agricultural products, such as artisanal foods, or providing support for agricultural activities, including, but not limited to, such uses as processors, farm suppliers, and agricultural equipment repair or maintenance facilities.

Alternative energy resource includes energy facilities of the following types:

- Wind
- Solar energy
- Geothermal energy
- Renewable natural gas
- Wave or tidal action
- Biomass energy based on solid organic fuels from wood, forest, or field residues, or dedicated energy crops that do not include wood pieces that have been treated with chemical preservatives such as creosote, pentachlorophenol, or copper-chrome-arsenic
- Renewable or green electrolytic hydrogen

Aquaculture means the culture or farming of fish, shellfish, or other aquatic plants and animals. Aquaculture does not include the harvest of wild geoduck associated with the state-managed wildstock geoduck fishery.

Aquifer recharge area is an area that has a critical recharging effect on aquifers used for potable water, where water infiltrates the ground and replenishes groundwater supplies.

Critical areas are wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

Fish and wildlife habitat conservation areas are lands that support species and habitats of ecological significance, including areas necessary for maintaining habitat connectivity, breeding, feeding, and migration.

Forest land is land primarily devoted to growing trees for long-term commercial timber production on land that the owner can economically and practically manage for such production, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140.

Frequently flooded areas are lands within a floodplain subject to a 1% or greater chance of flooding in any given year and that perform important hydrologic functions.

Geologically hazardous areas are areas susceptible to erosion, landslides, seismic activity, or other geological processes that pose a risk to property or public safety.

Long-term commercial significance includes the growing capacity, productivity, and soil composition of the land for long-term commercial production. This is in consideration with the land's proximity to population areas, and the possibility of more intense uses of land. Long-term commercial significance means the land is capable of producing the specified natural resources at commercially sustainable levels for at least the 20-year planning period, if adequately conserved.

Lot, parcel, or tract means an area of land, the boundaries of which have been established by some legal instrument such as a recorded deed, description, document, or map.

Mineral lands mean lands primarily devoted to the extraction of minerals or that have known or potential deposits of minerals. Minerals include gravel, sand, and valuable metallic substances.

Natural resource lands mean agricultural, forest, and mineral resource lands of long-term commercial significance.

Potential mineral resources are areas within the county likely to contain mineral resources as identified by geologic reports or studies prepared by the Washington State Department of Natural Resources, US Geological Survey, or by a geologist licensed under RCW Chapter 18.220.

Rural character describes the visual landscape, development pattern, and lifestyle associated with low-density development, open space, and natural resource uses.

Shorelines of the State are defined in the Shoreline Management Act and include marine waters, rivers and streams, lakes, and associated shorelands that meet specified criteria.

Site class is a growth potential rating for trees within a given area based upon soil surveys. To determine the site class of forest lands, obtain the site class index from the state soil survey, place it in the correct index range shown in Table 14-1.

Table 14-1. Site Class Index

Site Class	Site Class Index Range
I	137+
II	119—136
III	97—118
IV	76—96
V	<75
RA	Red alder

Urban level development is development with densities of less than one (1) dwelling unit per acre, and employment centers and commercial uses that serve the region or state.

Utility-scale alternative energy facility is a renewable or alternative energy generation facility of sufficient size and capacity to supply electricity to the regional transmission or distribution grid for sale or distribution to multiple customers, rather than primarily serving onsite energy needs.

Wetlands are areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support vegetation adapted for life in saturated soil conditions, including swamps, marshes, and similar areas.

Appendix A: Comprehensive Plan Land Use Maps

Grays Harbor County

Comprehensive Plan Land Use MAP 1

Legend

Highways

Federal/State/Tribal Lands

Streams (DNR)

1	2	3	4		
5	6	7	8		
9	10	11	12	13	14
15	16	17	18	19	20

Map Index

N

W

E

S

0

0.5

1 Miles

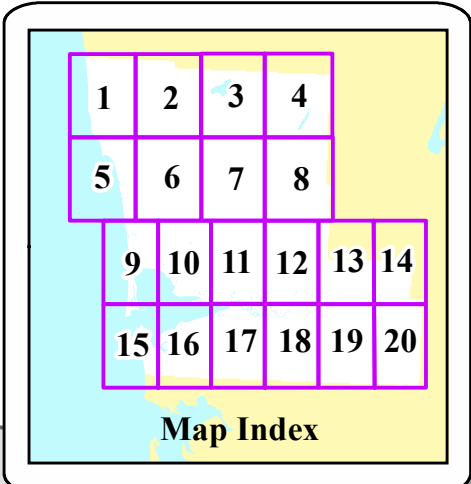
GRAYS HARBOR COUNTY

1854

This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Grays Harbor County Comprehensive Plan Land Use

MAP 2



Legend

Highways

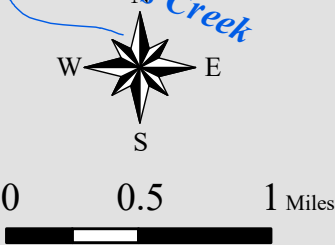
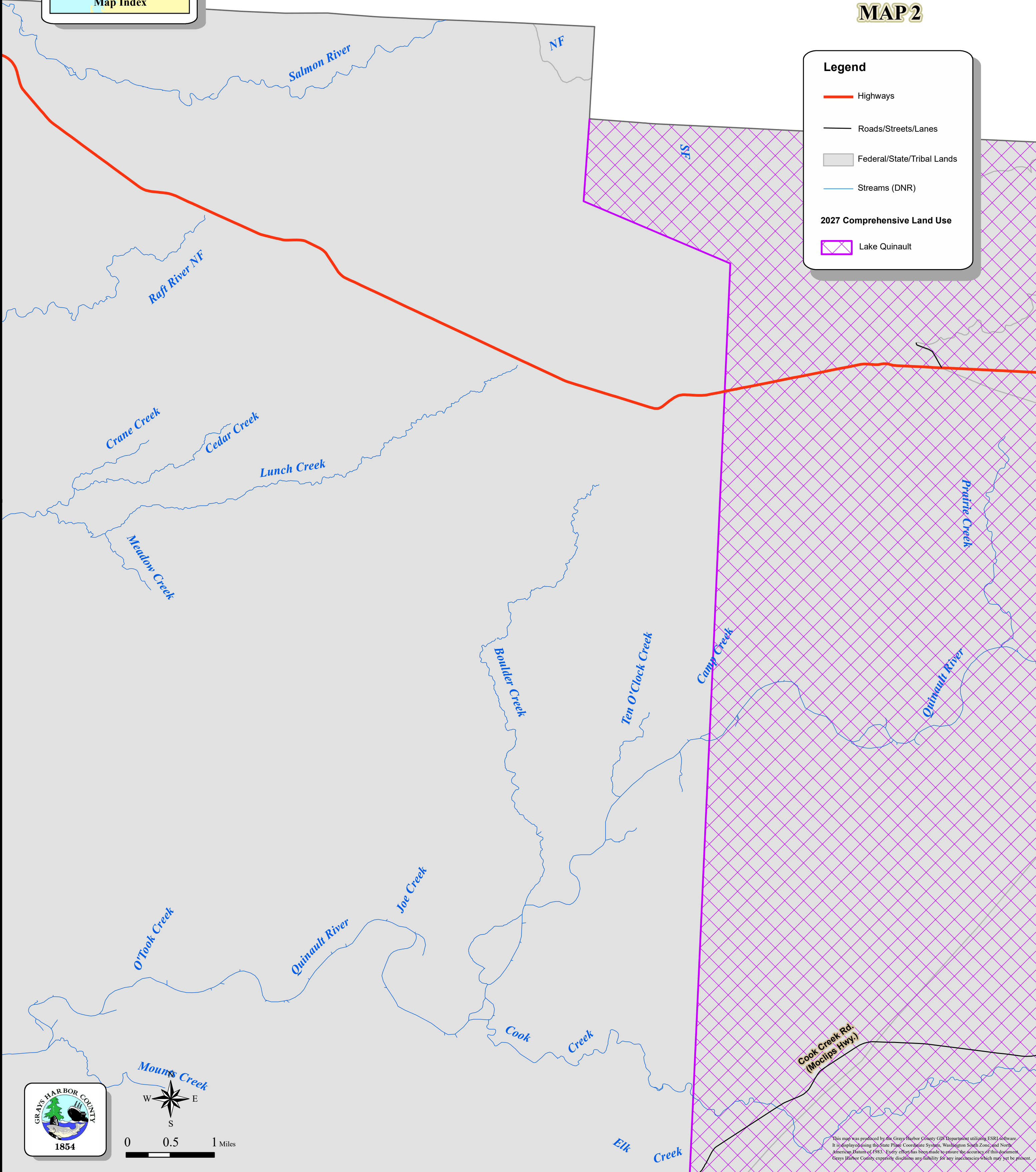
Roads/Streets/Lanes

Federal/State/Tribal Lands

Streams (DNR)

2027 Comprehensive Land Use

Lake Quinault

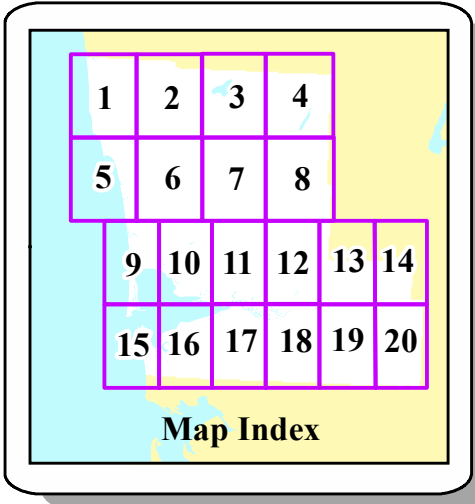


This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Grays Harbor County

Comprehensive Plan Land Use

MAP 3



Legend

Highways

Roads/Streets/Lanes

Federal/State/Tribal Lands

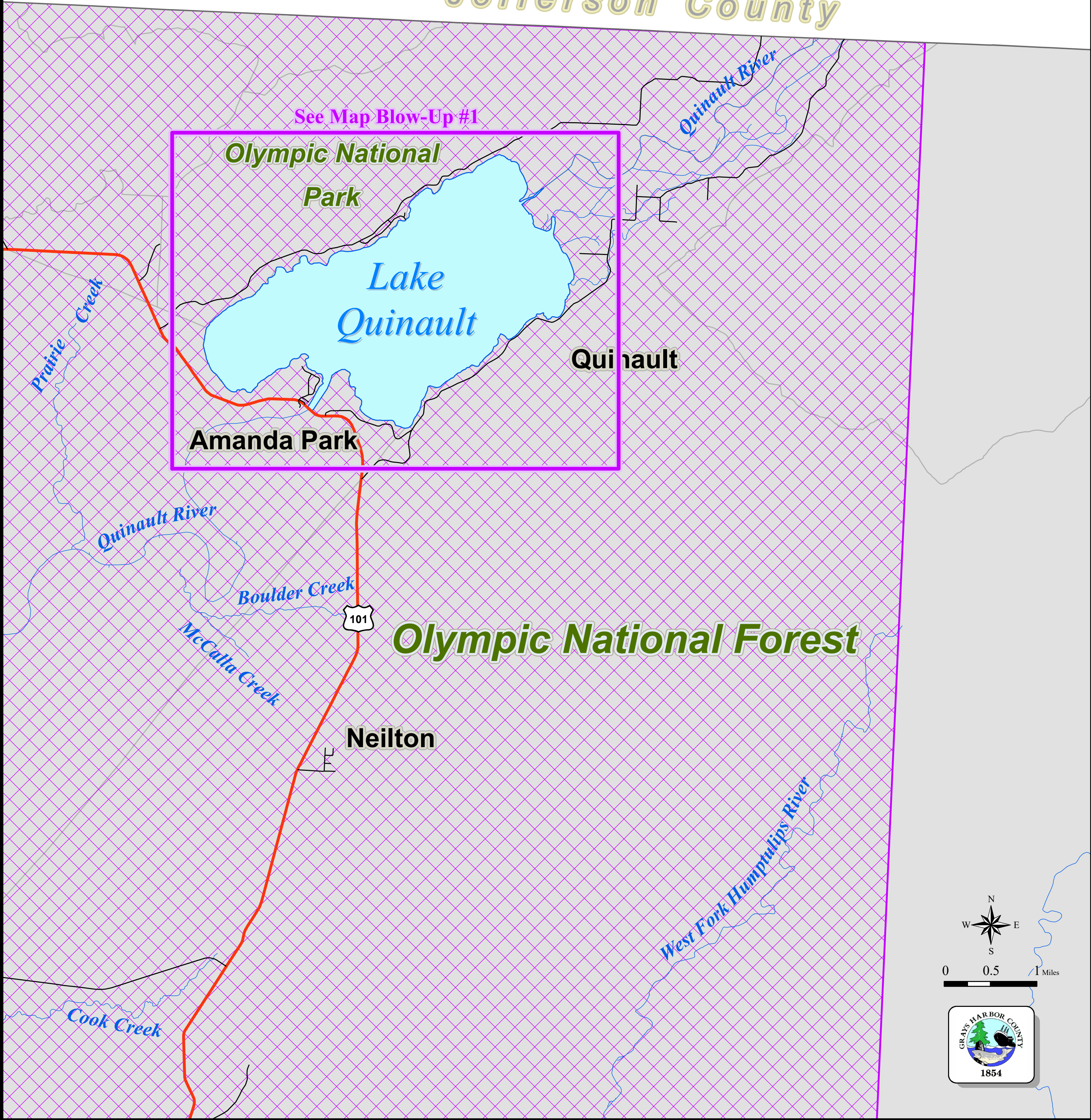
Streams (DNR)

2027 Comprehensive Land Use

Lake Quinault

This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Jefferson County



N

W

E

S

0 0.5 1 Miles

GRAY'S HARBOR COUNTY

1854

Grays Harbor
County
Comprehensive Plan
Land Use
MAP 4

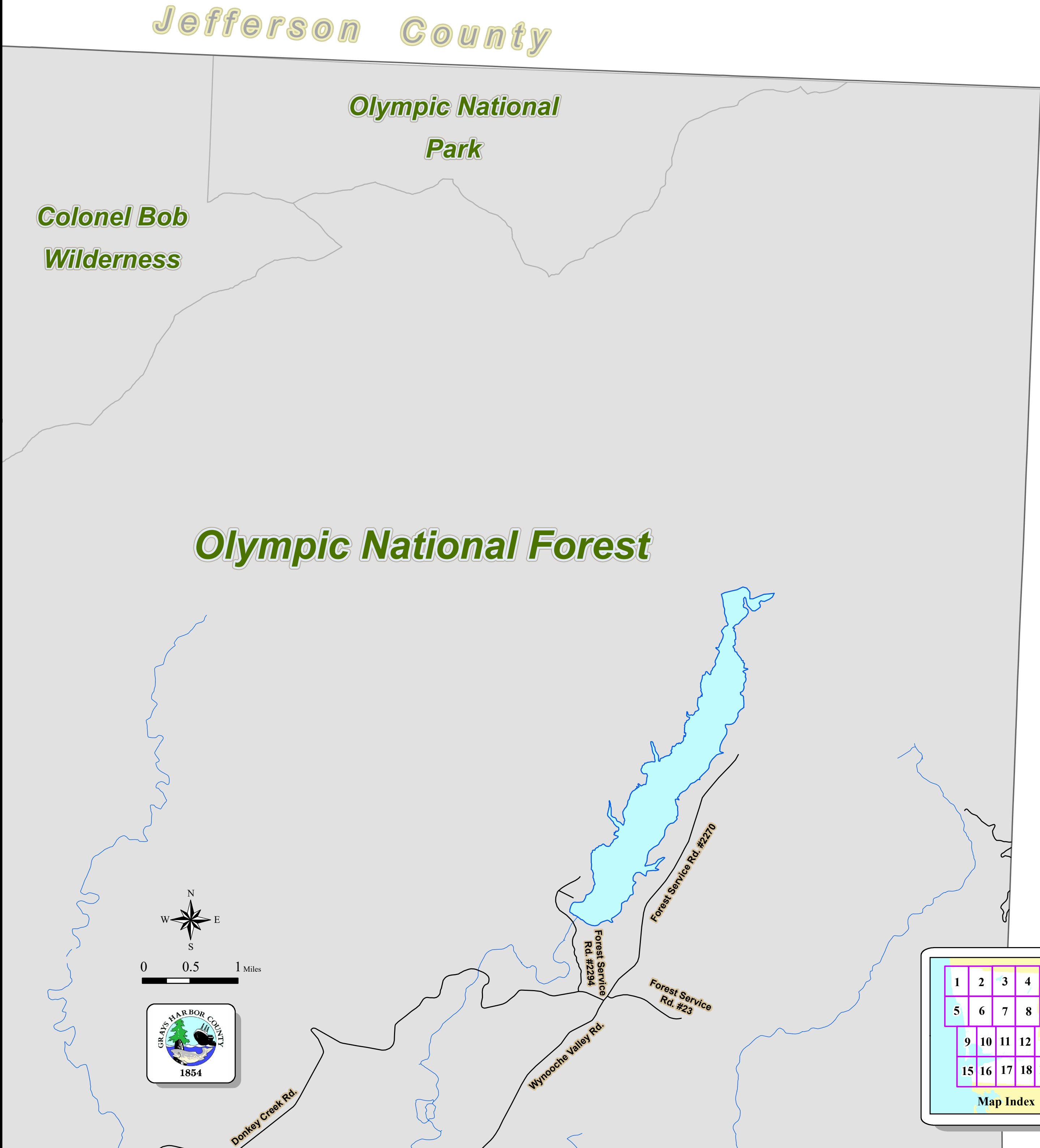
This map was produced by the Grays Harbor County GIS Department utilizing ESRI software.
It is displayed using the State Plane Coordinate System, Washington South Zone, and North
American Datum of 1983. Every effort has been made to ensure the accuracy of this document.
Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Legend

Roads/Streets/Lanes

Federal/State/Tribal Lands

Streams (DNR)



Grays Harbor County

Comprehensive Plan Land Use

MAP 5

1	2	3	4		
5	6	7	8		
9	10	11	12	13	14
15	16	17	18	19	20

Map Index

Legend

Roads

Road Types

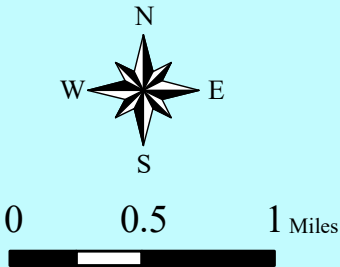
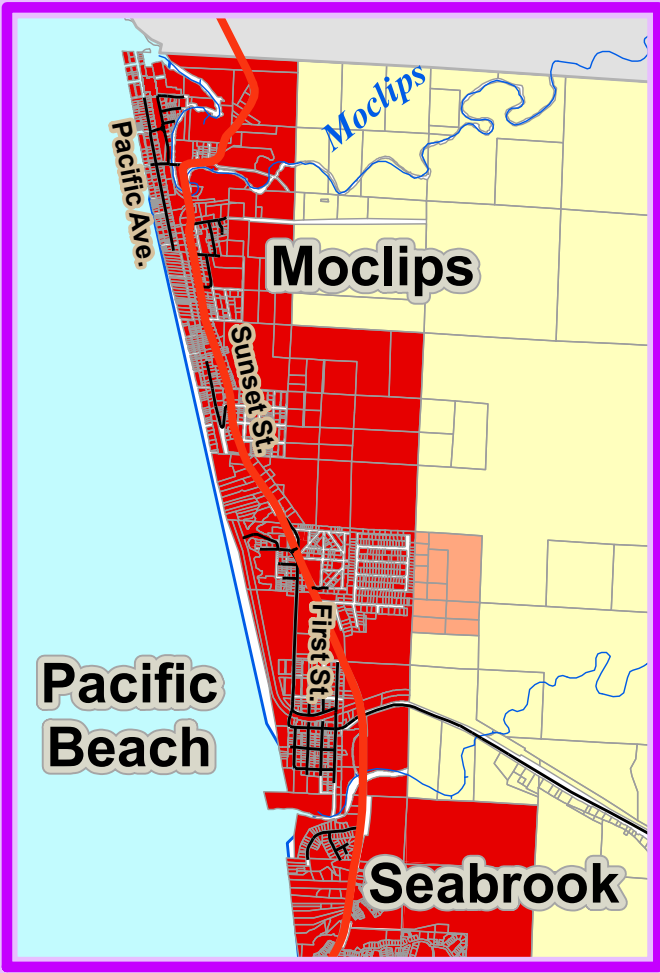
- County Roads
- Main Highways
- Named Forest Roads
- Streams (DNR)
- Federal/State/Tribal Lands
- Parcel

**2027 Comprehensive Land Use
Type**

- Agriculture
- General Development
- Mixed Use
- Rural Development
- Rural Industrial
- Rural Residential
- Satsop Development Park
- Urban Services

Pacific Ocean

Quinault Indian Reservation

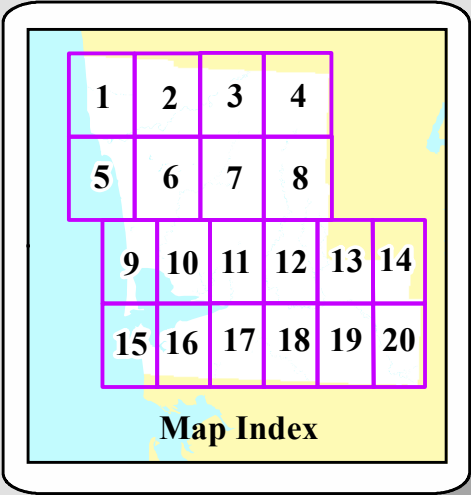


This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Grays Harbor County

Comprehensive Plan Land Use

MAP 6



Legend

Streams (DNR)

Roads

Road Types

County Roads

Main Highways

Named Forest Roads

Federal/State/Tribal Lands

Parcel

2027 Comprehensive Land Use Type

Agriculture

General Development

Mixed Use

Rural Development

Rural Industrial

Rural Residential

Satsop Development Park

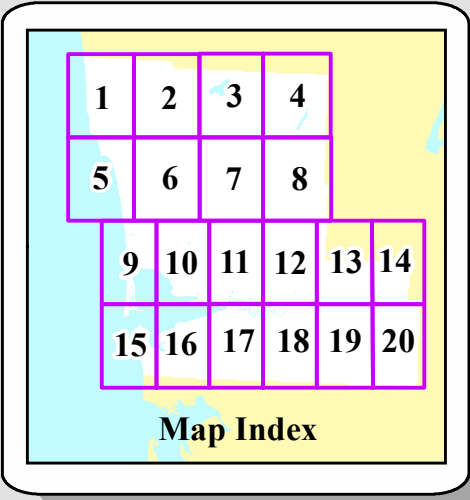
Urban Services

Grays Harbor County

Comprehensive Plan Land Use

MAP 7

This map was produced by the Grays Harbor County GIS Department utilizing ESRI software.
It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document.
Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.



Legend

Streams (DNR)

Roads

Road Types

County Roads

Main Highways

Named Forest Roads

Federal/State/Tribal Lands

Parcel

2027 Comprehensive Land Use Type

Agriculture

General Development

Mixed Use

Rural Development

Rural Industrial

Rural Residential

Satsop Development Park

Urban Services

ver WF

Quinault
Ridge Rd.

Donkey Creek Rd.

McIntire Rd.

Tuffee Rd.

East Humptulips Rd.

Hensel Rd.

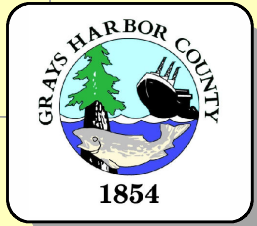
Polson Camp Rd.

Youmans Rd.

Wishkah Rd.



0 0.5 1 Miles



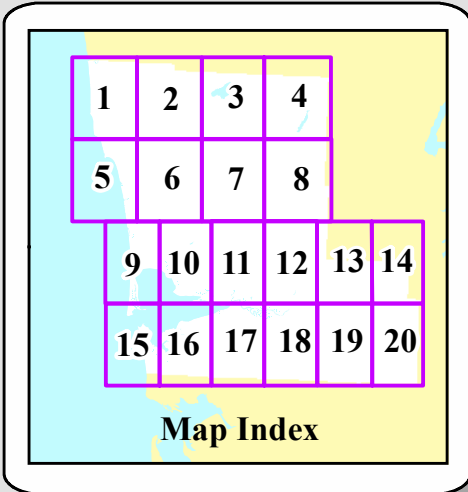
Grays Harbor County

Comprehensive Plan Land Use

MAP 8

Donkey Creek Rd.

Forest Service
Rd. #23



Legend

Streams (DNR)

Roads

Road Types

County Roads

Main Highways

Named Forest Roads

Federal/State/Tribal Lands

Parcel

2027 Comprehensive Land Use Type

Agriculture

General Development

Mixed Use

Rural Development

Rural Industrial

Rural Residential

Satsop Development Park

Urban Services

Wynoochee Valley Rd.

Wishkah Rd.

Kelley Rd.

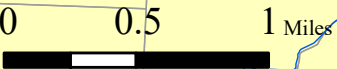
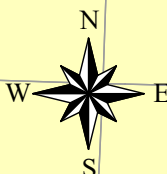
Boundary Rd.

Wynoochee Valley Rd.

Cougar Smith Rd.

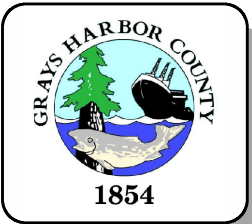
Olen Rd.

Muller Rd.



This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Mason County



Grays Harbor County

Comprehensive Plan Land Use

MAP 9

Legend

Roads

Road Types

County Roads

Main Highways

Streams (DNR)

City Limits

Ocean/Harbor

2027 Comprehensive Land Use Type

Agriculture

General Development

Lake Quinault

Mixed Use

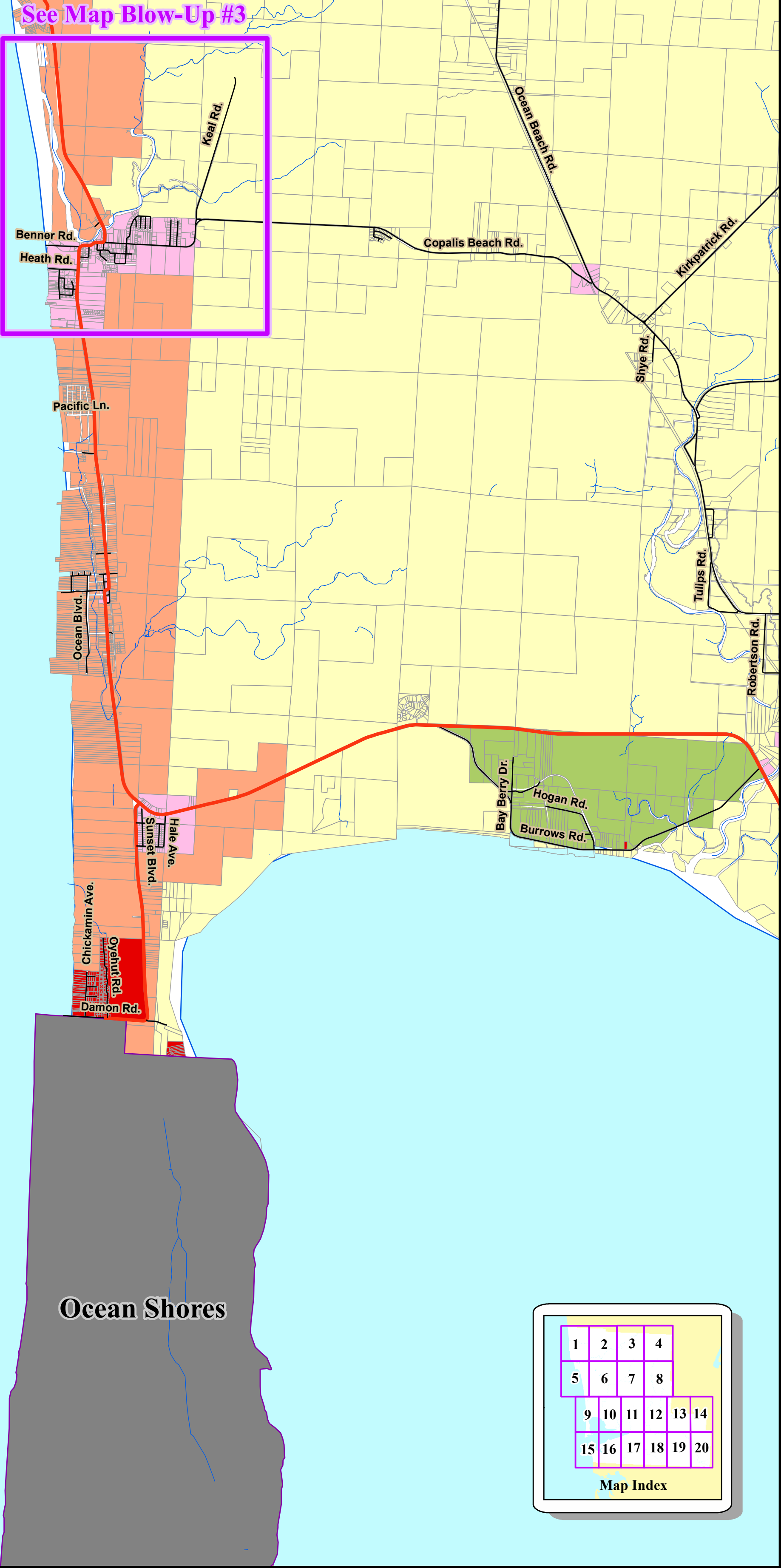
Rural Development

Rural Industrial

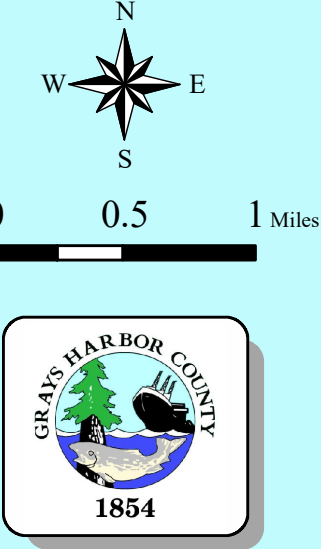
Rural Residential

Satsop Development Park

Urban Services



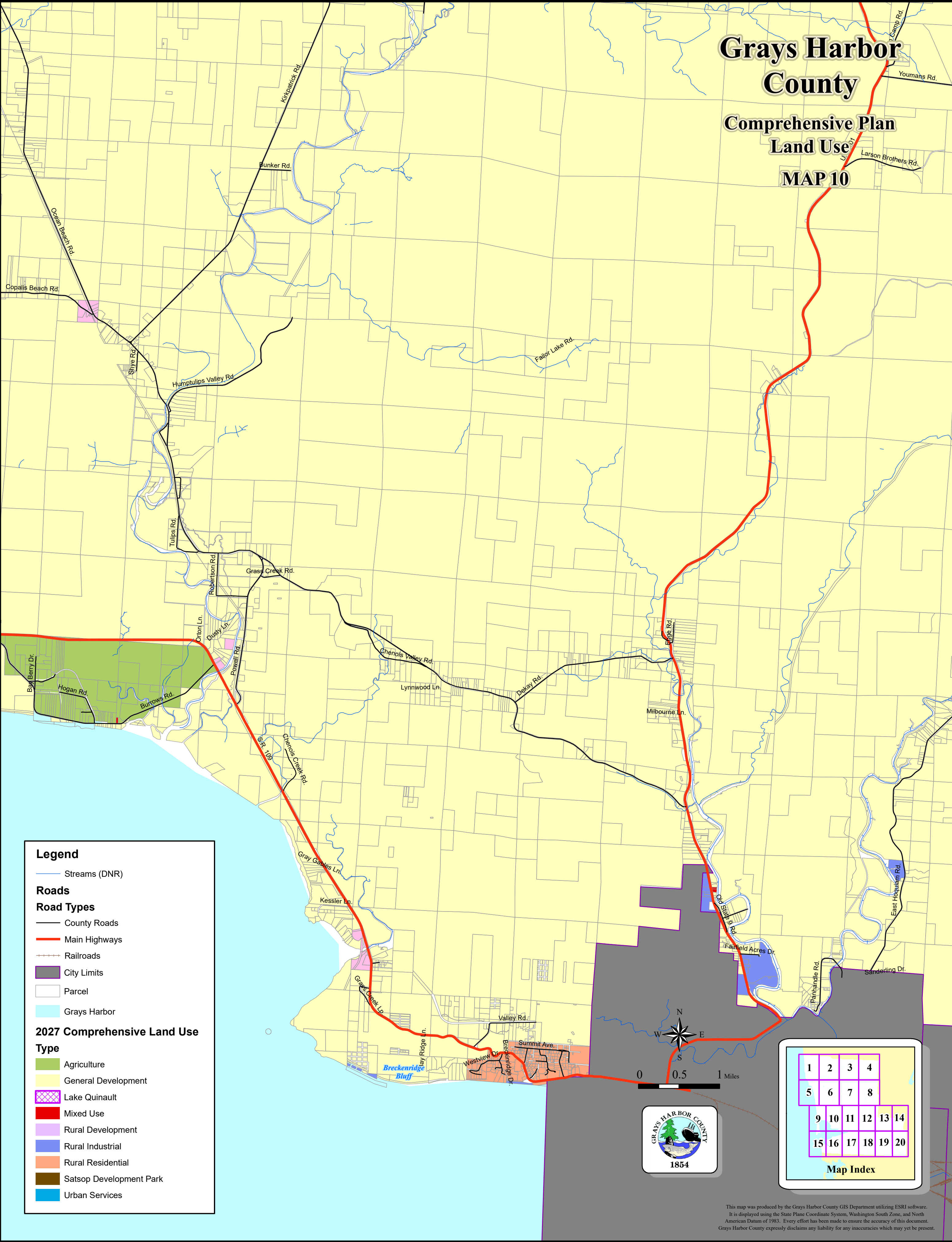
1	2	3	4		
5	6	7	8		
9	10	11	12	13	14
15	16	17	18	19	20
Map Index					



This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Grays Harbor County

Comprehensive Plan Land Use MAP 10



This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Grays Harbor County

Comprehensive Plan

Land Use

MAP 11

Legend

 Streams (DNR)

Roads

 County Roads

 Main Highways

 Railroads

 City Limits

 Parcel

2027 Comprehensive Land Use

Type

 Agriculture

 General Development

 Lake Quinault

 Mixed Use

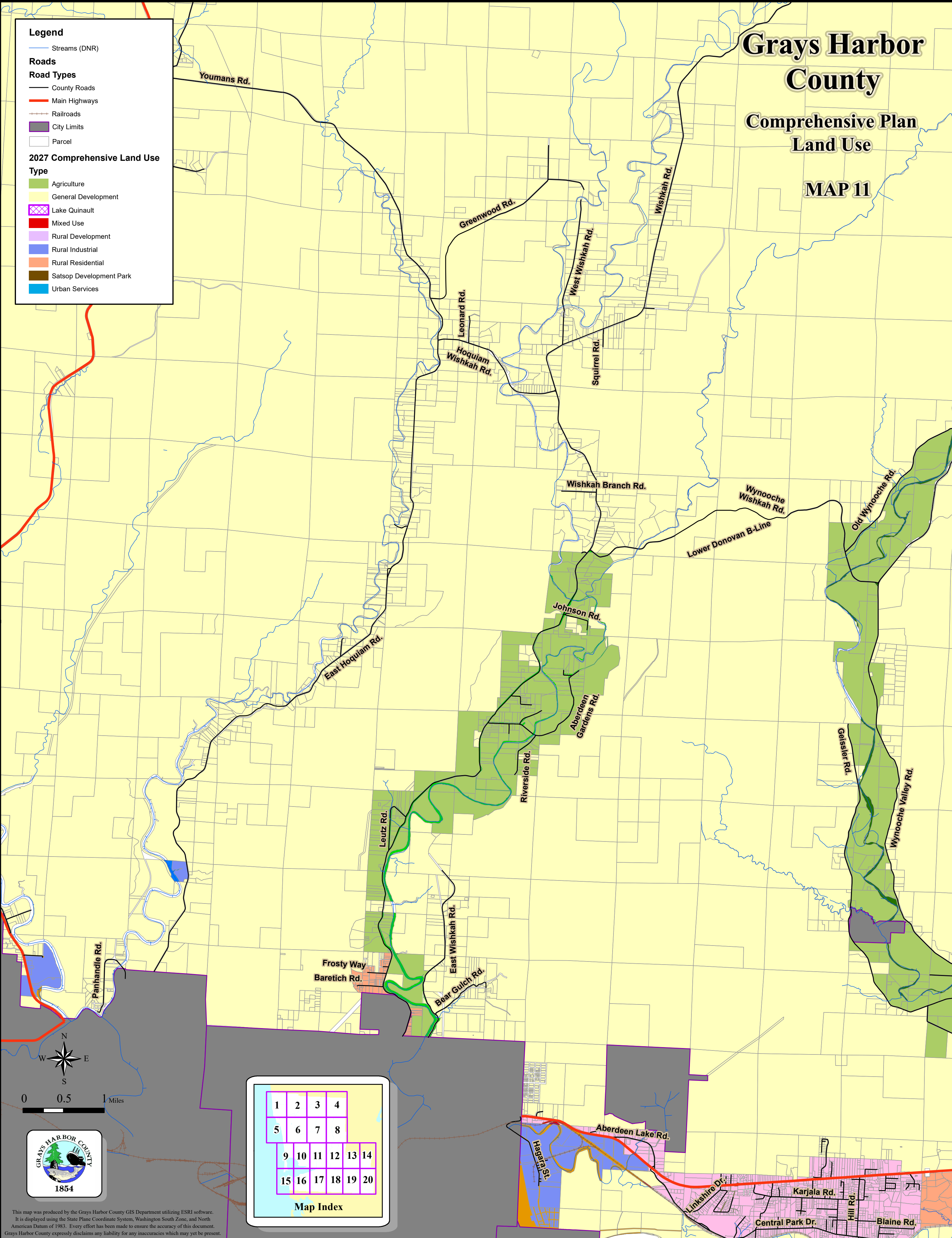
 Rural Development

 Rural Industrial

 Rural Residential

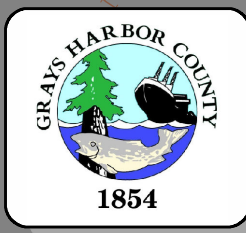
 Satsop Development Park

 Urban Services

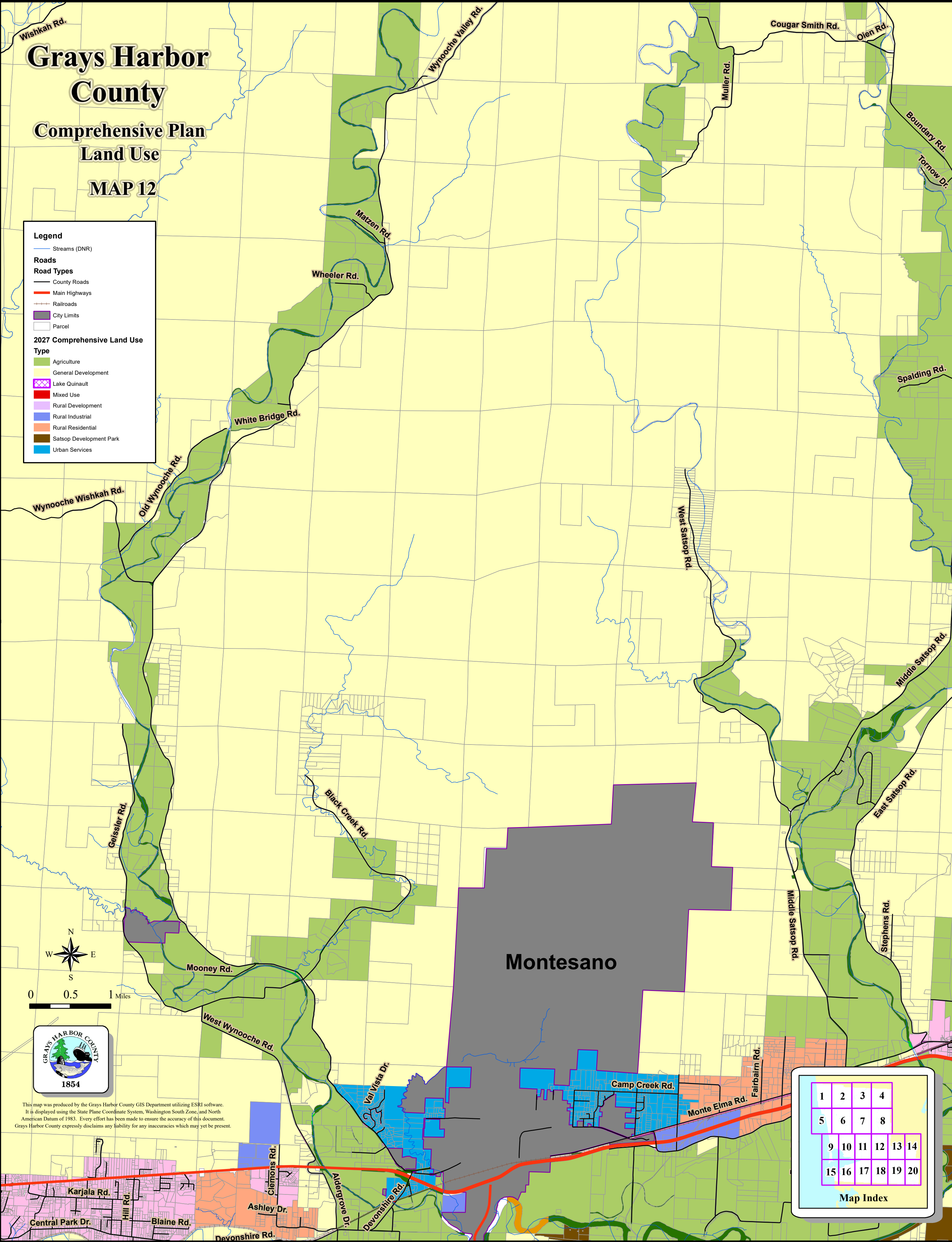


1	2	3	4		
5	6	7	8		
9	10	11	12	13	14
15	16	17	18	19	20

Map Index



This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

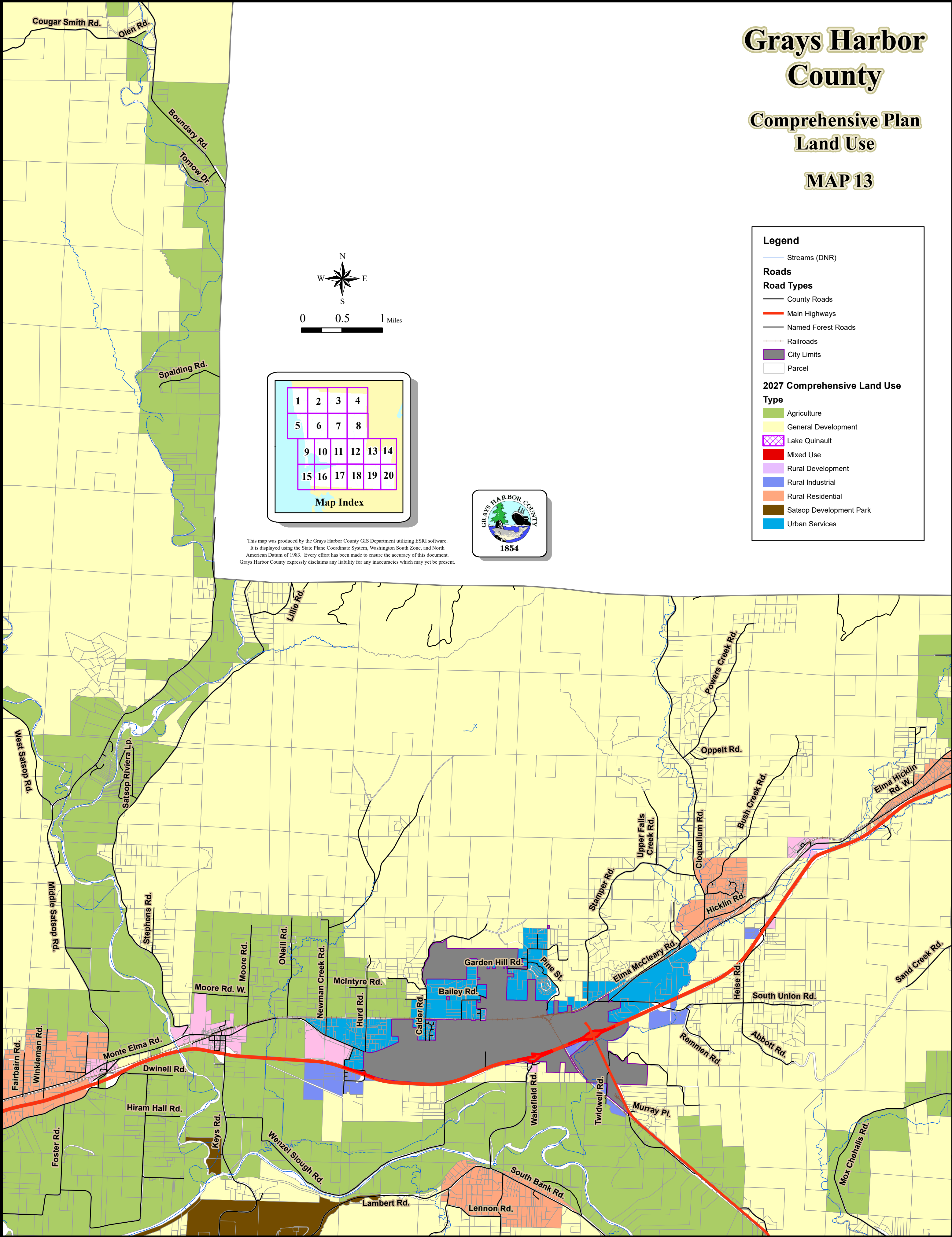


This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

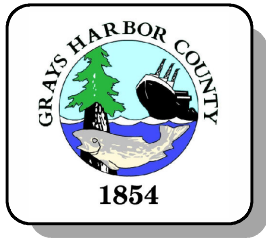
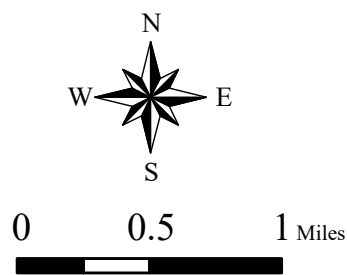
Grays Harbor County

Comprehensive Plan Land Use

MAP 13



Grays Harbor
County
Comprehensive Plan
Land Use
MAP 14



Legend

Streams (DNR)

Roads

Road Types

County Roads

Main Highways

Named Forest Roads

Railroads

City Limits

Federal/State/Tribal Lands

Parcel

2027 Comprehensive Land Use Type

Agriculture

General Development

Lake Quinault

Mixed Use

Rural Development

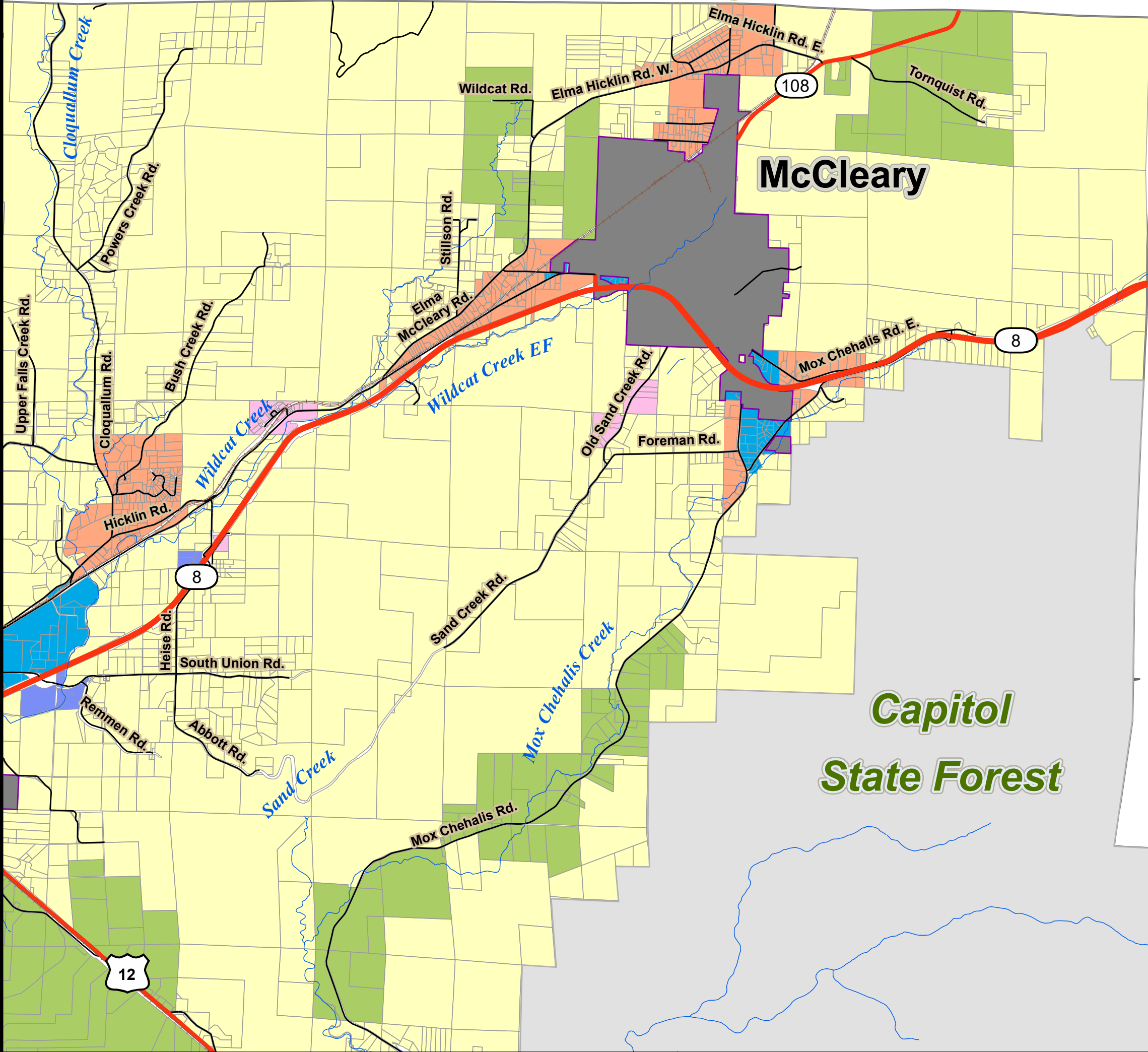
Rural Industrial

Rural Residential

Satsop Development Park

Urban Services

Mason County



Thurston County

1	2	3	4		
5	6	7	8		
9	10	11	12	13	14
15	16	17	18	19	20

Map Index

This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Grays Harbor
County

Comprehensive Plan
Land Use

MAP 15

Legend

Streams (DNR)

Roads

Road Types

County Roads

Main Highways

City Limits

Parcel

Ocean/Harbor

2027 Comprehensive Land Use
Type

Agriculture

General Development

Lake Quinault

Mixed Use

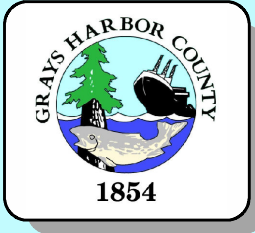
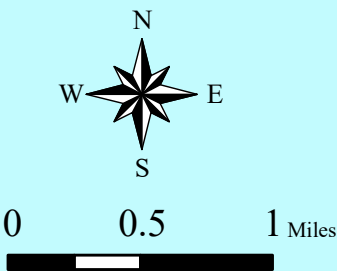
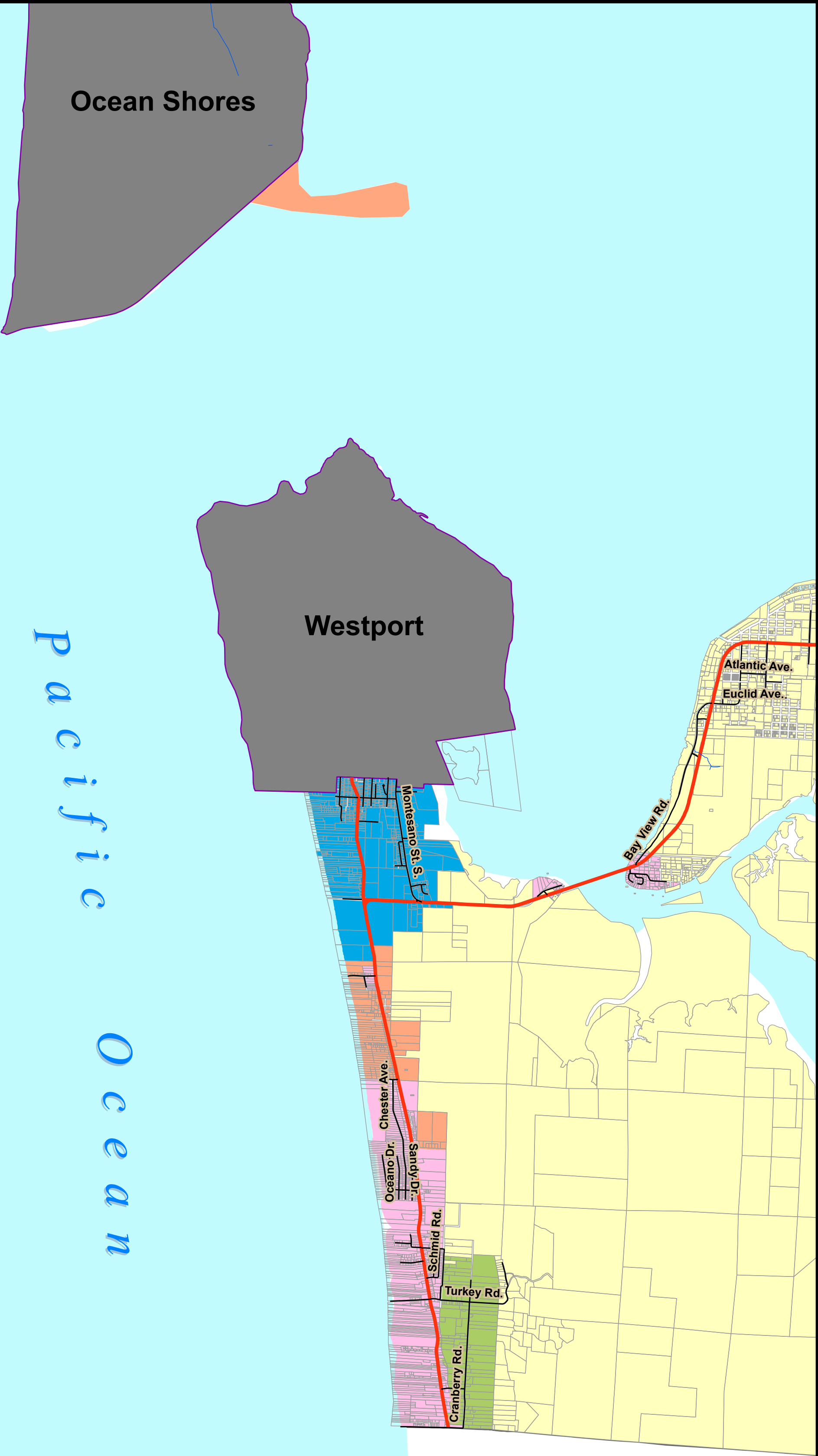
Rural Development

Rural Industrial

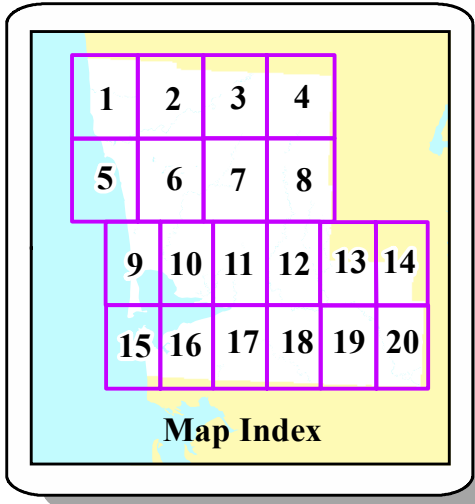
Rural Residential

Satsop Development Park

Urban Services



This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.



Grays Harbor County

Comprehensive Plan Land Use

MAP 16

Grays Harbor

Hoquiam



Legend

Streams (DNR)

Roads

Road Types

County Roads

Main Highways

City Limits

Parcel

2027 Comprehensive Land Use Type

Agriculture

General Development

Lake Quinault

Mixed Use

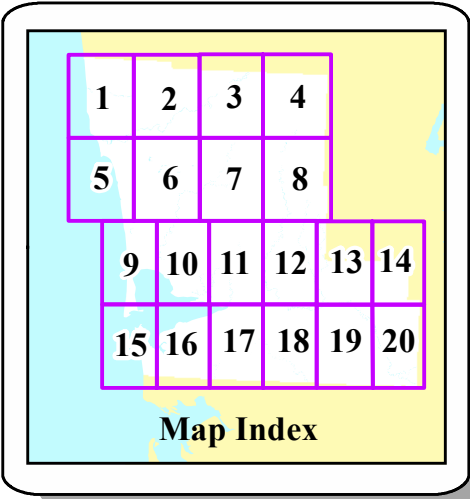
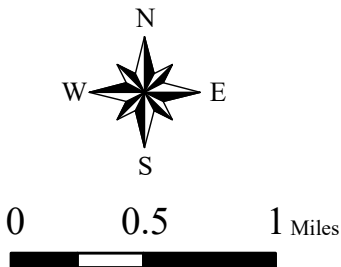
Rural Development

Rural Industrial

Rural Residential

Satsop Development Park

Urban Services



This map was produced by the Grays Harbor County GIS Department utilizing ESRI software.
It is displayed using the State Plane Coordinate System, Washington South Zone, and North
American Datum of 1983. Every effort has been made to ensure the accuracy of this document.
Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Grays Harbor County

Comprehensive Plan Land Use

MAP 17

Aberdeen

Cosmopolis

Neiseth Rd.

Blue Slough Rd.

Lempie Rd.

Artic Rd.

Lund Rd.

North River Rd.

Hagar St.

Linkshire Dr.

Fairway Park Rd.

Central Park Dr.

Karjala Rd.

Hill Rd.

Blaine Rd.

River Rd.

Legend

Streams (DNR)

City Limits

Roads

Road Types

County Roads

Main Highways

Railroads

Parcel

2027 Comprehensive Land Use Type

Agriculture

General Development

Lake Quinalt

Mixed Use

Rural Development

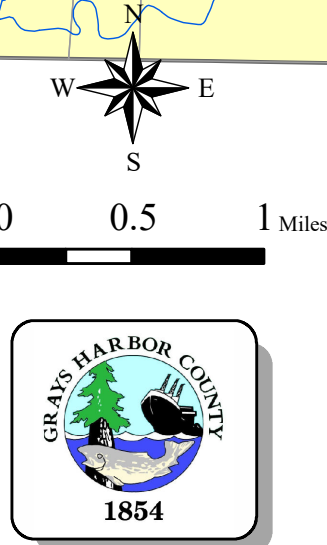
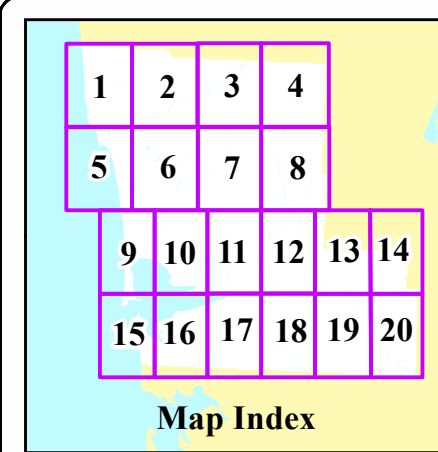
Rural Industrial

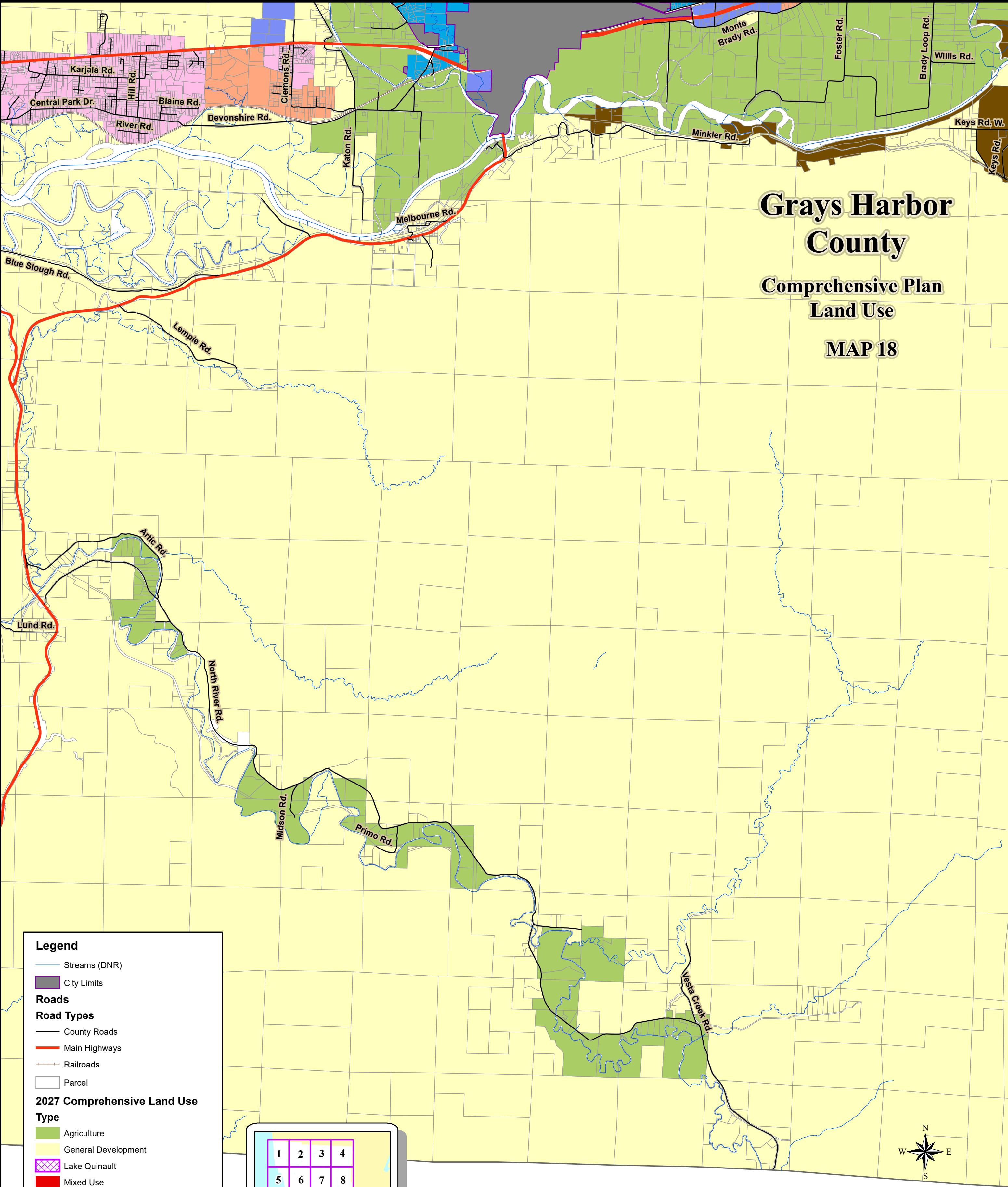
Rural Residential

Satsop Development Park

Urban Services

This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.





**Grays Harbor
County**
Comprehensive Plan
Land Use
MAP 18

Legend

Streams (DNR)

City Limits

Roads

Road Types

County Roads

Main Highways

Railroads

Parcel

2027 Comprehensive Land Use Type

Agriculture

General Development

Lake Quinault

Mixed Use

Rural Development

Rural Industrial

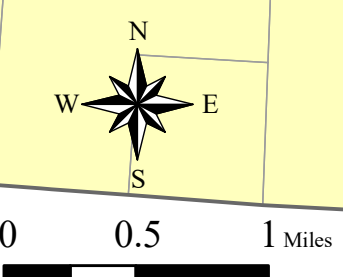
Rural Residential

Satsop Development Park

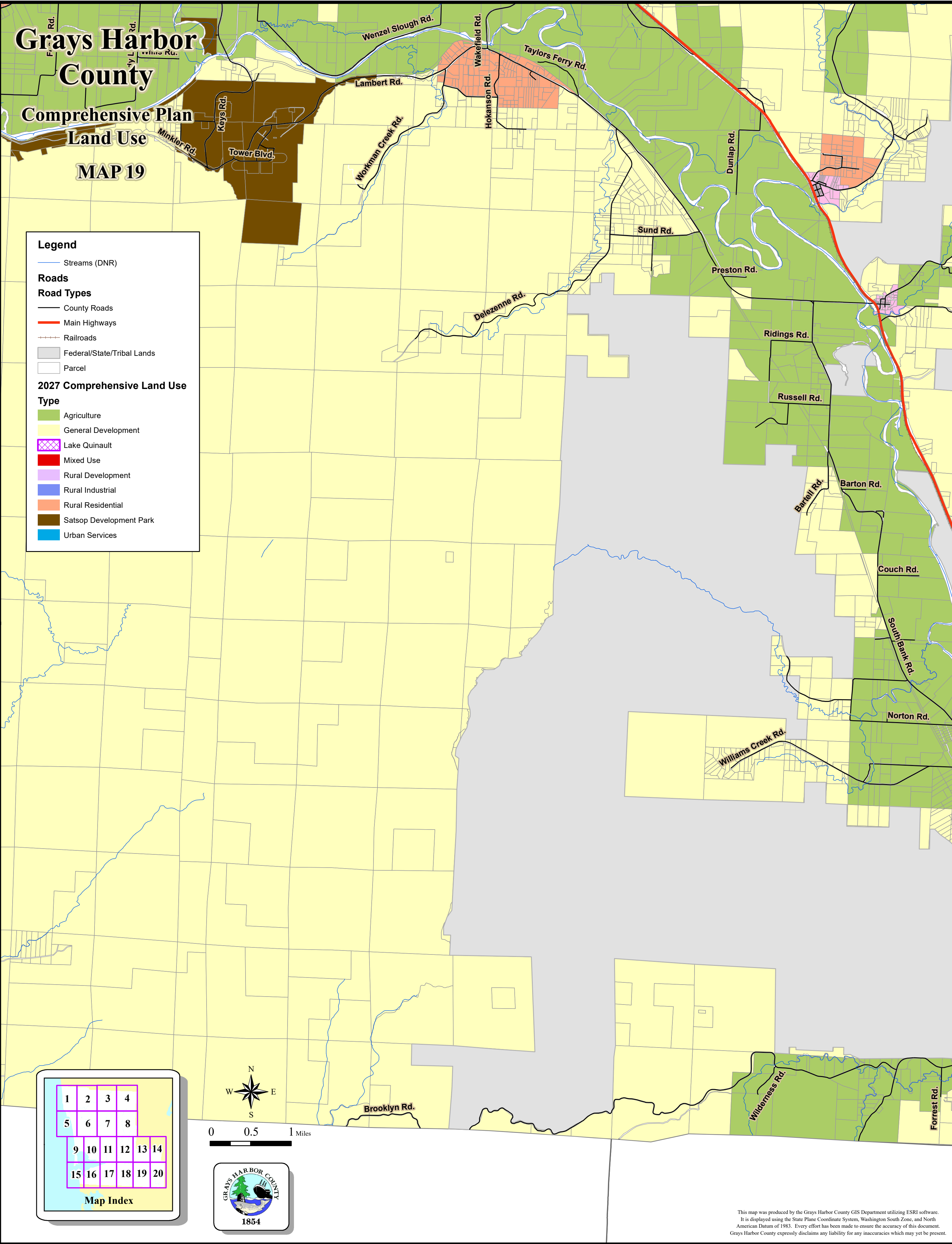
Urban Services

1	2	3	4		
5	6	7	8		
9	10	11	12	13	14
15	16	17	18	19	20

Map Index



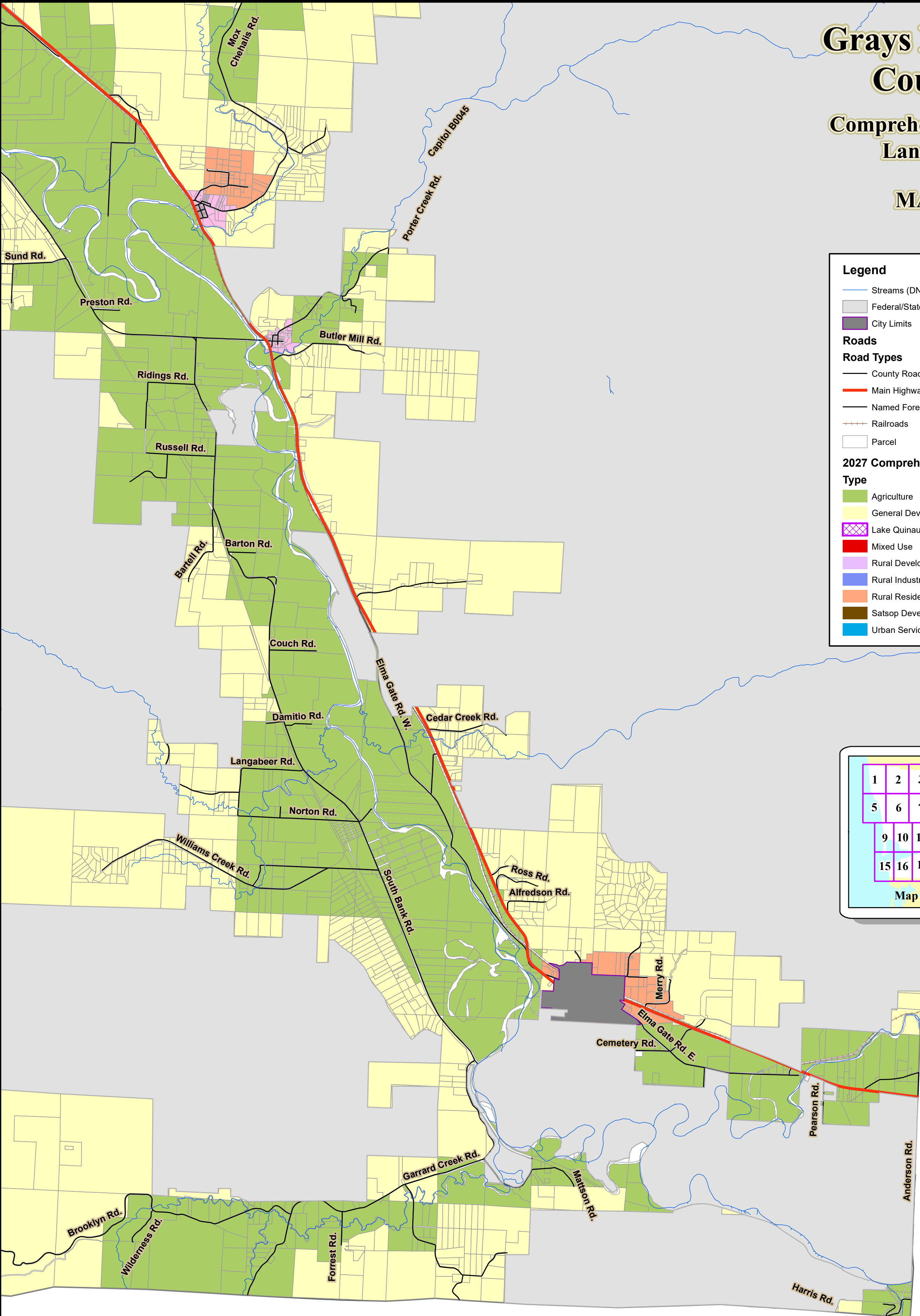
This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.



Grays Harbor County

Comprehensive Plan Land Use

MAP 20



Legend

- Streams (DNR)
- Federal/State/Tribal Lands
- City Limits

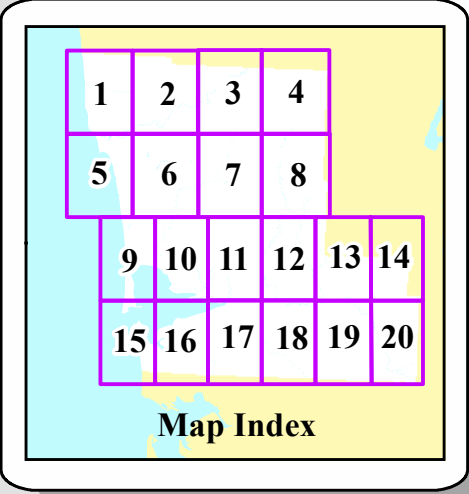
Roads

Road Types

- County Roads
- Main Highways
- Named Forest Roads
- Railroads
- Parcel

2027 Comprehensive Land Use Type

- Agriculture
- General Development
- Lake Quinalt
- Mixed Use
- Rural Development
- Rural Industrial
- Rural Residential
- Satsop Development Park
- Urban Services



0 0.5 1 Miles

N
W E
S

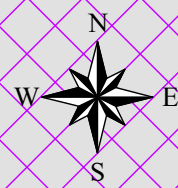
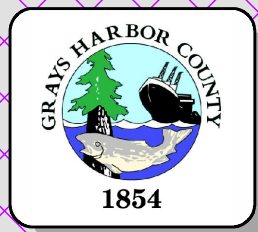
1854

This map was produced by the Grays Harbor County GIS Department utilizing ESRI software.
It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document.
Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Grays Harbor County

Comprehensive Plan Land Use

MAP Blow-Up #1 Lake Quinault



0 0.25 0.5 Miles

*Lake
Quinault*

Legend

Roads

Road Type

- County Roads
- Main Highways
- Named Forest Roads
- Lakes
- Streams (DNR)

2027 Comprehensive Land Use

- Lake Quinault
- Federal/State/Tribal Lands

This map was produced by the Grays Harbor County GIS Department utilizing ESRI software. It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document. Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

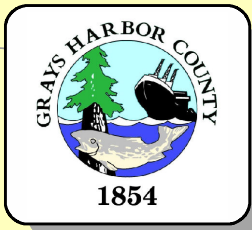
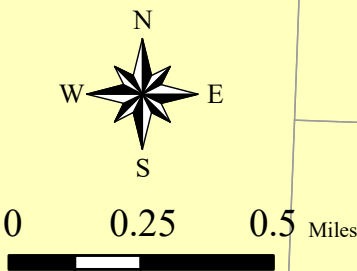
Grays Harbor County

Comprehensive Plan

Land Use

Map Blow-Up #2

Pacific Beach



Pacific Ocean

Legend

Streams (DNR)

Roads

Road Types

County Roads

Main Highways

Federal/State/Tribal Lands

Parcel

Pacific Ocean

2027 Comprehensive Land Use Type

Agriculture

General Development

Lake Quinault

Mixed Use

Rural Development

Rural Industrial

Rural Residential

Satsop Development Park

Urban Services

This map was produced by the Grays Harbor County GIS Department utilizing ESRI software.
It is displayed using the State Plane Coordinate System, Washington South Zone, and North American Datum of 1983. Every effort has been made to ensure the accuracy of this document.
Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.

Grays Harbor County

Comprehensive Plan Land Use

MAP Blow-Up #3 Copalis Beach

Legend

Streams (DNR)

Roads

Road Types

County Roads

Main Highways

Parcel

2027 Comprehensive Land Use Type

Agriculture

General Development

Lake Quinault

Mixed Use

Rural Development

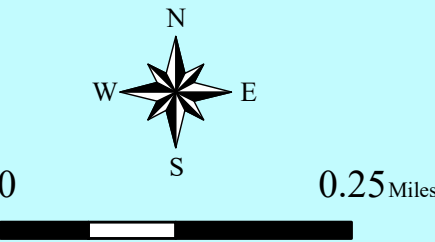
Rural Industrial

Rural Residential

Satsop Development Park

Urban Services

Pacific Ocean



This map was produced by the Grays Harbor County GIS Department utilizing ESRI software.
It is displayed using the State Plane Coordinate System, Washington South Zone, and North
American Datum of 1983. Every effort has been made to ensure the accuracy of this document.
Grays Harbor County expressly disclaims any liability for any inaccuracies which may yet be present.