Northwest Straits Commission
Benchmark Account Application 2010

Benchmark Account Projects

Project Title: MAYNARD NEARSHORE RESTORATION PROJECT

Project rationale (what is the reason for doing this project):

The reason for doing the Maynard Nearshore Restoration Project is four-fold:

- It will make significant progress towards all of the Northwest Straits benchmarks,
- There will be tangible interim products, as well as long term measurable results,
- It is consistent with the MRCs strategic plan and a high priority for the MRC and
- There is clear need and regional benefit.

Need

The Maynard Nearshore Restoration Project is located at the head of Discovery Bay in Jefferson County, Washington. The northwestern shores of Discovery Bay are in Clallam County. Protection Island is situated at the mouth of the bay. Salmon and Snow Creek enter the head of Discovery Bay within a half mile of one another and form the estuary complex that transitions to the bay at the project site. The streams, their estuaries and associated shorelines have been significantly impacted by human activities over the past 130 years. The streams which historically shared a mouth into the estuary, were separated and moved to the valley walls for improved agricultural land access. The salt marsh and tidal channels available to salmonids has been greatly reduced by the placement of fill and bulkheads for the construction of a railroad line and lumber mill operation on top of the historic salt marsh and nearshore. A highway bisects the historic location of the estuary and tidal flow is restricted underneath the highway bridge.

At the project site, a railroad grade was constructed in 1914 atop fill placed on the tidelands (Figures 1 and 2). This created an artificial lagoon now entering the bay under a creosote railroad trestle. It also isolated a stream and section of the shoreline which were turned into a fresh water pond maintained with a standpipe and draining through a now defunct culvert under the railroad grade (Figure 3).

Despite these alterations and impacts the habitat values of the area are very high. In adjacent Salmon and Snow Creek watersheds and estuary the known fish species include summer chum salmon, coho salmon, steelhead, resident and anadromous cutthroat trout, sculpins, sticklebacks, pacific lamprey, and brook lamprey. In addition, white sturgeon occasionally return to lower Salmon Creek. Pacific sand lance, surf smelt, and pacific herring hold and spawn in Discovery Bay.

Surf smelt and sand lance are documented to spawn on beaches adjacent to the project to the north and directly across the bay from the project site. The Discovery Bay herring stock is the major stock in the Strait of Juan de Fuca. Historically, it was one of the largest stocks in Washington State, but it is currently at a critically low level of abundance. More than 20 rockfish and bottomfish species are present in Discovery Bay.

A major summer chum supplementation program was completed in 2003-2004 in Salmon Creek. This listed species is an important sport and commercial fishing resource and this watershed is the highest priority for restoration in the Hood Canal/Strait of Juan de Fuca evolutionarily significant unit. Coho stock in the creek is currently listed as critical in the salmonid stock inventory and restoration efforts are expected to support higher out-migration survival for both summer chum and coho.

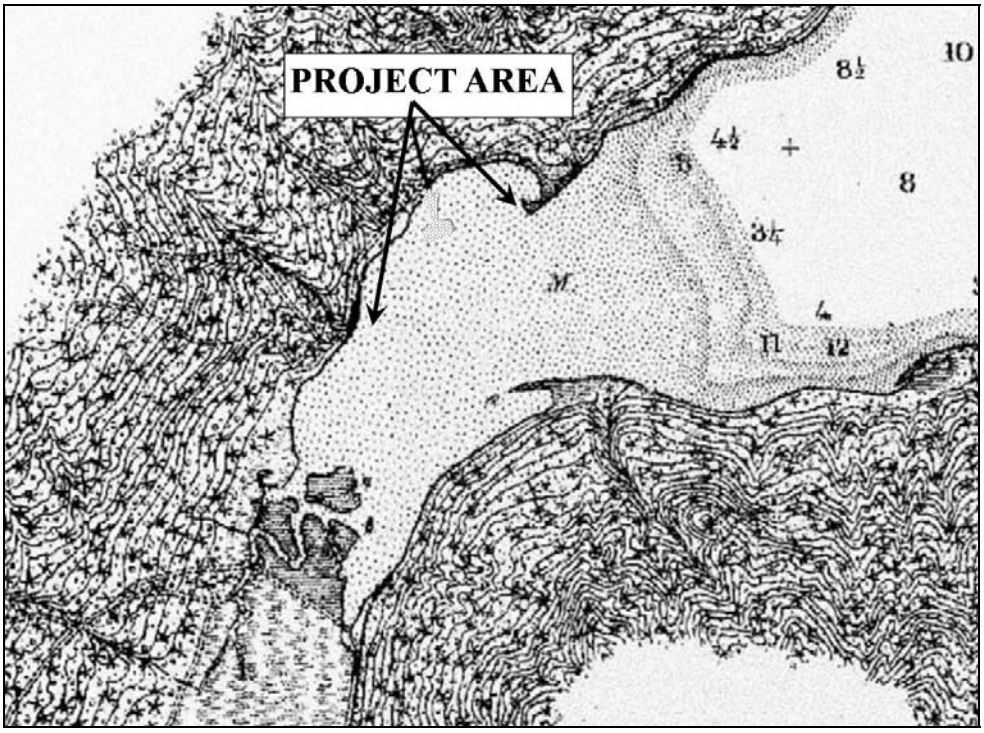


Figure 1 Portion of nautical chart that predates construction of the railroad in the area (U.S. Coast and Geodetic Survey 1947). Compare to Figure 2 to see the shoreline modification wrought by the coming of the railroad.

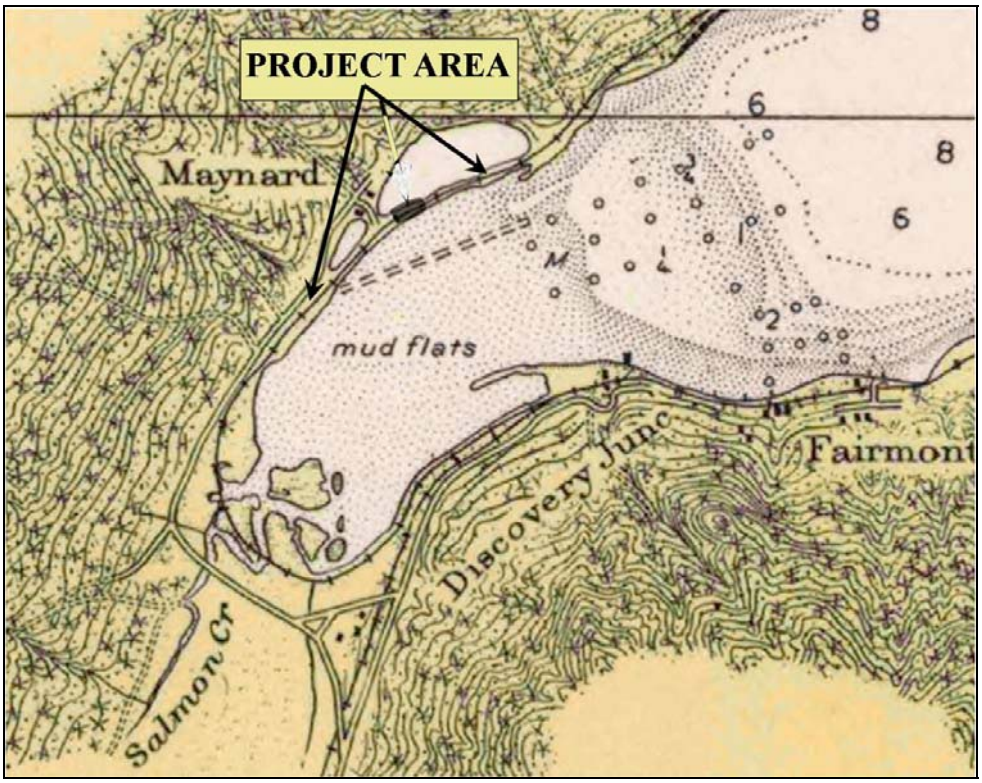


Figure 2: Portion of a nautical chart (U.S. Coast and Geodetic Survey 1947) showing the project area after the construction of the railroad. The large lagoon and smaller freshwater pond created by the railroad grade still exist today.

Figure 3: Existing Conditions at Maynard Nearshore Restoration Project area. Buildings along the armored shoreline have been removed.

The railroad fill in this area created shoreline where previously there were only mudflats. This severe shoreline alteration has been adjusting since its installation almost 100 years ago. Project partners considered complete removal of the railroad fill but multiple factors made this option non-viable. Complete removal was extremely costly due to the large amount of fill present and by

the presence of a private water line buried in the railroad grade that would need to be relocated. Also, the saltwater lagoon created by the grade is now home to a population of naturally occurring Olympia oysters that are currently being studied by the MRC (Figure 3). Complete removal of the grade would threaten the survival of these shellfish. Finally, local trails groups are interested in using the railroad alignment for a segment of the Olympic Discovery Trail. All of these factors led project partners to consider restoration of the shoreline along the railroad grade.

The 1800' of beach facing the bay that are considered in this application are steep and paved with a bed of cobbles that has spilled from the railroad fill over the years. 1100' of this beach are armored with fractured rock or fractured concrete chunks. The steep coarse beach combines with the bulkheads to inhibit the accretion of finer sediment in the area and the creation of a gravel sand beach that would be typical at a creek mouth located at the terminus of a drift cell. Directly north of the project area where the railgrade alignment moves inland the shoreline is characterized by lower sloping sand and gravel beaches with a mature overhanging riparian zone. Surf smelt and Pacific sand lance, both important food fishes for juvenile and adult salmon, are both known to spawn along the section of shoreline directly north of the project but not at the project site. This is no surprise given the inappropriate sediment sizes and lack of riparian cover at the project site. By removing shoreline armoring, pulling back shoreline fill, re-contouring beaches, installing soft-shore armoring where needed and importing beach gravels, the project aims to establish more natural beach that will be self-maintaining in conditions similar to those beaches to the north. The upland adjacent to the beach in the project area is characterized by Himalayan blackberry and Scotch broom with little native vegetation. Native overhanging vegetation is a critical part of the shoreline ecosystem missing from the project area that will be planted and maintained as part of the restoration work.

Regional Benefits

The project will result in significant benefits to the North Olympic Peninsula region.

- The nearshore restoration proposed by the project will reconnect functional habitats to improve an important migratory corridor for salmon.
- The Olympic Discovery Trail (from Port Townsend to Port Angeles) will run adjacent to the site providing opportunity to interpret restoration activities vital to marine resources.
- The site includes a soft-shore armoring element on readily accessible public land that will tie into our bi-County Watershed Stewardship Centers that will provide technical assistance to property owners.
- There are ecosystem-scale synergistic benefits of the restoration activities in Discovery Bay with the proposed bi-County Protection Island Reserve.

Benchmark addressed:

√ Marine Habitats

√ Marine Life

√ Marine Water Quality

√ Science

√ Education and Outreach

Restoration of the Maynard nearshore will contribute to the achievement of "Marine Habitat" and "Marine Life" benchmarks as follows. The completed design will provide plans to restore a naturally functioning shoreline that has been obliterated by a now abandoned railroad causeway and associated shoreline armoring along SW Discovery Bay. The project targets restoration of juvenile and adult salmonid migration corridors, forage fish spawning grounds, and a marine riparian buffer. The project site is located along a reach of shoreline where Salmon and Snow Creeks estuaries make their final transition into Discovery Bay. Endangered Species Act (ESA) listed summer chum salmon and steelhead, as well as coho and cutthroat trout use the area as juveniles during out migration from the streams and for rearing, transit and feeding and again during the adults return migration. ESA listed Puget Sound chinook salmon also likely use the shoreline and estuary for rearing. Olympia oysters use the saltwater lagoon. The project designs have been and will continue to be closely coordinated with the MRC's Olympia oyster studies.

The project will address the "Water Quality" benchmark by removal of a 110' creosote railway trestle and creosote railway ties buried around the site and the removal of a building foundation on the beach constructed of concrete footings and creosote pilings. Creosote is a persistent organic pollutant targeted for removal from Puget Sound waters. Improved circulation as a result of the daylighting of a defunct stream crossing though the railroad grade and the removal of one defunct tide gate is expected to improve water quality.

Regarding the "Sound Science" benchmark, the project design includes third party review of various elements, including soft-shore beach armoring design, to ensure that best available science is applied to all aspects of the restoration. The resulting restoration will be used as a demonstration project to provide technical assistance to shoreline property owners.

The project will contribute to the achievement of the "Education and Outreach" benchmark through the involvement of volunteers, the installation of interpretive signage and the availability of the site as a demonstration project for a bioengineered or "softshore" armoring system. The Maynard site has great educational value as a portion of the railroad grade will remain and be developed by local trails interests into a link in the Olympic Discovery Trail and Pacific Northwest Trail.

Project goal (one sentence):

Restore 1800' of Discovery Bay marine nearshore including the upper beach, beach upland interface and upland riparian area and create a 2-acre pocket estuary.

What will you do, how will you do it and what is the approximate timeline for accomplishing all (this is the guts of your proposal – please provide adequate detail for evaluating your proposal):

What

The Jefferson MRC will partner with the North Olympic Salmon Coalition (NOSC) on the Maynard Nearshore Restoration Design project to complete 30-100% engineering plans and all pre-project

studies and permitting while funding is secured for the earthmoving portion of the projects. NOSC has been very successful at moving projects from 100% design to implementation in the past. NOSC's recent projects include Salmon Creek Estuary Restoration at the head of Discovery Bay and the Pitship Pocket Estuary in Clallam County (see attached project summaries).

How

A feasibility study funded by the Washington State Salmon Recovery Funding Board (SRFB) was conducted in 2009-2010 which led to the conceptual design. The project is currently at 30% design (see attached plans) and is ready to begin the 30-60% design phase and associated studies. Once funds are in hand, project design will continue and permit applications for the project will be developed and submitted. The design will be taken to 100%. With permits and 100% design in hand the MRC and its partner NOSC will hire a contractor to implement the project in late summer 2011. Shoreline plantings will occur throughout the winter of 2011-2012. Beach profiles, photopoints, and plant survival will be monitored on a yearly basis. Post project monitoring and maintenance activities will be conducted with volunteers.

Timeline

Dates	**Task**	**Deliverable**
July 1, 2010	MRC Award – Pending	
July 1-Dec 31, 2010	Geotechnical, wetland, cultural	Geotechnical Investigation summary Wetland Delineation maps Cultural report
	Engineering 30%-60%	60% design
	Coastal Geologist Review	Coastal Geologist memo
	Begin Permit applications	Possibly permit applications
	Stakeholder, technical team meetings	none
Fall 2010	Submit ESRP grant request for construction funds	
January 1, 2011	Fish America award – pending	If awarded, a contract will be signed in early 2011
January 1- March 2011	Finalize permit applications	Completed JARPA application
	Pursue Archaeology determination	Section 106 complete
	Develop monitoring protocol	Monitoring protocol
	Design 60% toward 100%	None

	Stakeholder and technical team meetings	None
March 2011	Submit permit package to all agencies	
April –June	Finalize design Write specifications and prepare general conditions	100% stamped drawings Documents ready to go to bid
April 2011	Submit grant application to SRFB Submit 2-yr grant application to NWSC	
July 2011	ESRP if application is successful	
July 2011	IF ESRP request is successful and sufficient: project out to bid and select contractor IF ESRP request is NOT successful or is not ENOUGH, then hold off putting project to bid until spring 2012 and continue pursuing SRFB and other funding.	
December 2011	Close MRC Grant	All deliverables and final report

Anticipated results (should correspond to your goal):

The nearterm tangible results include complete 30-100% engineering plans and all pre-project studies (cultural resource survey, wetland delineations, etc.). Measurable results of the Maynard nearshore restoration are: 1800' of restored Discovery Bays shoreline, removal of 1100' of shoreline armoring, restoration of 2 acres of upper beach habitat, .85 acres of marine riparian buffer, the daylighting of a defunct stream crossing though the railroad grade, the creation of a 2 acre pocket estuary, the removal of a 110' creosote railway trestle and creosote railway ties buried around the site, the removal of one defunct tide gate, and the removal of a building foundation on the beach constructed of concrete footings and creosote pilings

Project evaluation (how will you measure the success of this project):

Success of the design phase, accomplished with this grant, will be measured by the completion of the following elements: Geotechnical Investigations, Wetland Delineation, Cultural Resources Survey, Coastal Geologist Review, Design Engineering, permitting, Monitoring plan & pre project monitoring, and bid/award bid/contract documents.

Success of the construction phase, to be funded by other sources, will be measured in physical parameters - feet and acres of completed restoration - as specified in the section on anticipated

results (above). Success will also be measured in terms of the number of field trips and workshops that use the site to communicate restoration activities and the number of persons receiving technical assistance regarding alternative beach armoring techniques (soft-shore armoring).

In addition, Pre project monitoring is complete and consists of survey documenting the existing conditions on the property and the establishment of project photopoints.

Post project monitoring will consist of beach profile and sediment composition measurement and photopoint monitoring to track changes in the beach from as built conditions. These activities will take place on a yearly basis for up to 5 years post-project with the help of volunteers.

How does the MRC plan to communicate this project to a broader audience (media, event, etc.)?

Pre-project Outreach
Through the process of the feasibility study conducted during 2009 and 2010, stakeholder outreach was conducted. Through this process, project partners have worked with Jefferson County regarding their trail interests, with the owner of a private water line located in the railroad grade, with WDFW habitat, lands and shellfish divisions, with the MRC's Olympia oyster project, and have reached out to affected adjacent landowners.

The Jefferson County trails interests have undergone the most rigorous work. Trail advocates have long assumed that the railroad grade on WDFW property would be available to them for their trail. In order to determine the likely reality of this assumption, the County has submitted a letter to WDFW requesting an official easement on the railroad grade. Restoration practitioners are willing to leave part of the railroad grade fill in place to accommodate a trail while performing restoration activities outside the footprint of the trail.

There is a privately owned water line buried in the railroad grade. The owner of the waterline has stated on several occasions, he is amenable to restoration practitioners moving or burying his line as needed to accomplish restoration, as long as the restoration project bears the work and expense of modifying the location of the line. Plans are to bury the water line where it crosses the outlet to the stream/pond and at the railroad trestle.

Local representatives from WDFW habitat, shellfish and lands department are supportive of the project. The habitat program representative is supportive of the restoration plans and the lands representative has asked that we take trails considerations into account, as it is part of WDFW's mission to provide public access to their property. This point of view has been considered through our work with the trail advocates.

The MRC and WDFW shellfish staff have had concerns about the population of Olympia oysters at the lagoon site. Their trust was gained during the summer of 2009 when NOSC implemented a contaminated soils cleanup project at the location without harming the Olympia Oysters. The MRC subsequently requested that NOSC include further restoration in the area of the Olympia Oysters which has lead to this NOSC/MRC partnership on the Maynard nearshore project.

Neither landowner directly adjacent to the restoration work will be directly impacted by any of the planned restoration activities. The landowners to the south support the project as they utilize the shoreline for recreation and see the benefit restoration will provide. They also support the trail development because it will bring trail users past their business.

Project and Post-project Outreach
The Maynard nearshore restoration project will be the first soft-shore armoring project on the Olympic Peninsula on easily accessible public land. As such, both the Jefferson and Clallam MRCs will be working closely with the Counties' Watershed Stewardship Centers to lead field trips to the site to provide technical assistance to shoreline property owners that may be interested in employing soft-shore armoring. The MRC will work with Beachwatchers and Shore Stewards programs to ensure that the restoration activities are communicated to a broad audience. In addition, the Jefferson MRC plans to supplement the Benchmark funds with funds from its regular 2-year grant to support outreach activities. Specifically, the MRC will fund a video of the restoration that targets the soft-shore component and signage along the trail alignment that interprets the natural history, restoration and Olympia oyster project.

Does this project correspond to your strategic plan? Please attach corresponding language (from the strategic plan or work plan) <u>or</u> explain the MRC's commitment to this project.

The MRC has invested 3 years in the development of its Drift Cell Restoration Program which is aimed at reducing armoring through various initiatives including developing a demonstration project on public land that can be used to teach shoreline property owners about the technique as it may be applied to their property. The MRC has also invested many years studying Olympia Oysters in Discovery Bay. The MRC's strategic plan identifies partnering with NOSC and conducting restoration activities that have been identified in the County's Shoreline Management Restoration plan. The Maynard Nearshore project offers a unique opportunity to bring all of these objectives together in one project. Relevant sections of the MRC's strategic plan are cited below.

Jefferson MRC Strategic plan pg. 1
"*A. Problem & Opportunity*
In partnership with other organizations the Jefferson County MRC can help protect and restore … Discovery Bay …; and the spectacular diversity of life, now and for future generations."

Pg.2, D2, External Assets
- *"Skilled and experienced restoration partners – …., North Olympic Salmon Coalition, .. .and others,"*

Pg. 6, Marine Habitats Objectives
"Design and implement … Strait Action Area projects that restore drift cell function and related natural processes."

"Partner with …, NOSC … and others to maintain and restore marine riparian cover."

Pg. 7, Marine Life Objectives

"Partner with North Olympic Salmon Coalition and participate in Chumsortium to rebuild populations of fish species, particularly forage fish."

Pg. 7, Marine Water Quality Objectives

"Work with …. state agencies, …… to reduce the input of contaminants, including toxic substances, to Hood Canal and Strait of Juan de Fuca marine waters."

Pg. 8, Education and Outreach Objectives

"Engage the public in active stewardship opportunities through community workshops, restoration projects and educational programs."

Pg.9, Marine Habitats Tasks

"Continue to deliver public education to halt further armoring…"

Pg. 10, Marine Habitat Outcomes/Tasks

"Partner to continue education and technical assistance to private landowners."

"The MRC is conducting restoration activities that have been identified in the City and County SMP Restoration Plans"

BUDGET
Please provide a detailed budget.
If you know of additional funds or in-kind support, please include that information.

The MRC is proposing two funding options for your consideration. Option 1 at $115,479.00 will bring the Maynard Nearshore project to completed design, with bid award and contract documents prepared (i.e. "shovel-ready"). Option 2 at $75,673.00 will result in 60% design and permitting. The MRC and its project partners are concurrently pursuing and will continue to pursue other funding sources to ensure project completion. The MRC anticipates directing a portion of its 2011-2013 request to the Maynard Nearshore project.

NOSC has already invested significant funds from SRF Board and others to bring the project to 30%. Design phase funding is typically more challenging to obtain than construction. Benchmark funding that brings the project to the shovel-ready stage will ensure that the MRC can leverage the necessary funds for construction.

A detailed budget is presented in the tables below.

Budget for MRC Benchmark Request

	Funding Option 1		Funding Option 2	
	MRC full ask		MRC reduced ask	Unfunded need
Geotechnical Investigations	$5,620.00		$5,620.00	
Wetland Delineation	$4,000.00		$4,000.00	
Cultural Resources	$4,500.00		$4,500.00	
Coastal Geologist Review Design	$3,000.00		$3,000.00	
Engineering 30%-60%	$13,960.00		$13,960.00	
Project Mgmt, permitting	$32,737.00		$32,737.00	
MRC Administration	$6,346.00		$6,346.00	
Travel	$310.00		$310.00	
Engineering support prep permit support docs	$5,200.00		$5,200.00	
Project Mgmt. , Monitoring plan & pre project monitoring	$11,806.00			$11,806.00
Engineering plans and specs 60%-100%	$20,000.00			$20,000.00
Advertise bid/award bid/contract	$8,000.00			$8,000.00
	$115,479.00		**$75,673.00**	**$39,806.00**

Entire Project Budget and Funding Plan

Item	Total Cost	MRC Request	ESRP, SRFB, MRC 2011-2013, NWS Foundation	DNR Creosote Removal
	Construction Estimates based on 30% design	Current Application	To be submitted ESRP 2010 SRFB 2011 NWS Foundation 2010, MRC 2011	Request made, pending funding allocation to DNR
Contracted Services				
Permitting and contractor mgmt, advertise bid award contract	48,010	40,737	7,273	
Advertise bid, construction mgmt	18,248		18,248	
Monitoring plan and pre project implementation	11,806	11,806		
Construction	493,599.00		447,069.00	46,530.00
Engineering Services	49,160.00	**39,160.00**	10,000.00	
Cultural Resources	4,500.00	**4,500.00**		
Wetland Delineation	4,000.00	**4,000.00**		
Geotechnical	5,620.00	**5,620.00**		

Investigation				
Coastal Geologist	3,000.00	**3,000.00**		
MRC	10,000.00	**6,346.00**	3,654.00	
travel	310.00	**310.00**		
Totals	**648,253.33**	**115,479.00**	**486,244.33**	**46,530.00**

Contracted Services:
Gabrielle LaRoche, MRC Project Manager and the NOSC Project Manager will work with the project engineer and partners to ensure effective development of 100% plan set, will facilitate meetings of stakeholders and technical advisors as needed, will coordinate all sub contractors work, will prepare permit applications and will prepare the monitoring protocol. Volunteer Coordinator will assist in preparation of materials for community outreach and partner meetings and will also coordinate volunteers for pre-project monitoring activities.

Sub contractors will be needed for professional services. Cultural Resources investigation and report are necessary for final development of engineering plans. A wetland delineation will be needed for permit applications, a Coastal Geologist specialist consultation is needed as final designs are developed to ensure specifics such as beach slope, contour design, and design of soft shore armoring are effectively designed. Engineering Services will include developing design from 30% to 100% with related specifications, general conditions and plan sets. Construction will include all activities related to removal of existing fill and infrastructure and recreation of improved habitat as designed.

Other Labor:
Volunteers are an integral part of our monitoring programs as well as planting and plant maintenance.

Attachments

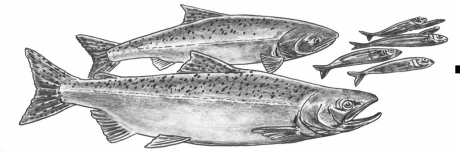
Maynard Shoreline Restoration 30% Design

NOSC Project Summaries

Clallam Letter of Support

PLEASE SEND YOUR COMPLETED APPLICATION BY E-MAIL TO
Connie Price (price@nwstraits.org). PAPER COPIES ARE NOT NEEDED.

2009 Pitship Pocket Estuary Restoration



Why was restoration needed?

Sequim Bay has lost significant amounts of functioning estuary habitat essential to out-migrating juvenile salmonids and other species. Since ESA-listed Hood Canal summer chum juveniles use non-natal pocket estuaries for rearing during out migration and given the close proximity to Jimmycomelately Creek (3 miles), restoring access to this pocket estuary was identified by Limiting Factors Analysis as a critical part of this species recovery. .

Site Before

Site After

Project Overview

Location: Sequim Bay, WA
Size of Area Restored: 4.2 Acre Salt Marsh
Cost of Construction: $328,890

The historic habitat functions of Pitship Pocket Estuary were severely impaired due to the presence of an undersized culvert at the estuaries mouth. This inhibited the natural rise and fall of waters within the estuary on each tidal cycle and affected fish utilization in the estuary by limiting access to the habitat.

Work entailed the removal of a concrete culvert and associated road bed fill and bulkheading from the nearshore and associated upper saltmarsh. A 28' bridge was installed to replace the road bed and culvert. The opening was designed to mimic historic conditions.

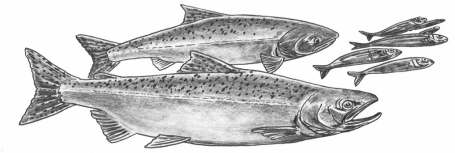
Project Sponsor
North Olympic Salmon Coalition

Project Partners
Salmon Recovery Funding Board, WDFW, City of Sequim, Estuary and Salmon Restoration Program, North Olympic Lead Entity for Salmon, Wayne Enterprises LLC.

N.O.S.C.
NORTH OLYMPIC SALMON COALITION

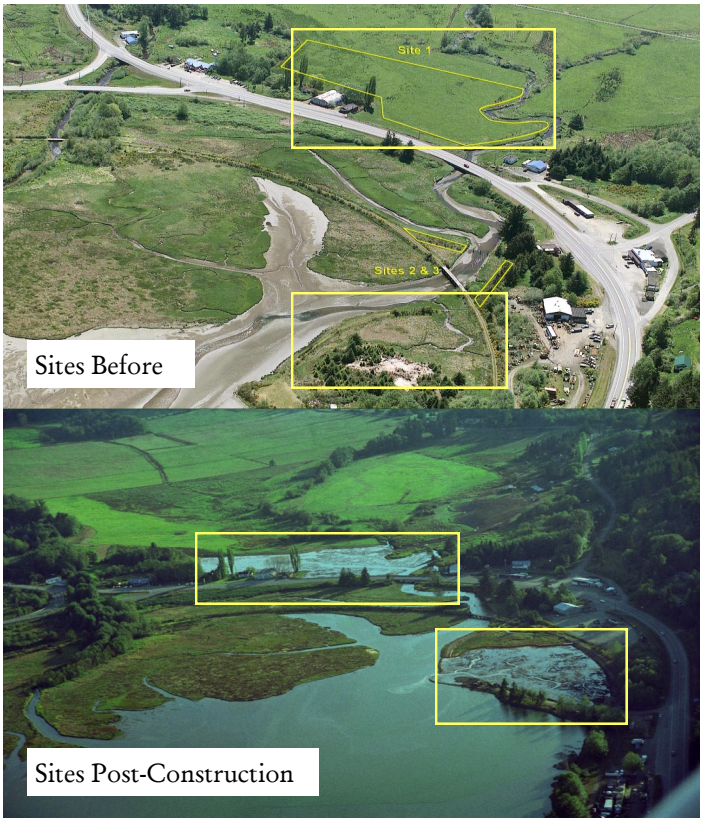
North Olympic Salmon Coalition ● 205 B West Patison St., Port Hadlock, WA

2008 Salmon Creek Estuary Restoration and Wood Waste Removal



Why was restoration needed?

Estuaries are an important part of our coastal landscape. They provide abundant intertidal habitat for salmon and many other types of fish and wildlife. The Salmon Creek Estuary serves as a key transition zone for the juvenile of the threatened summer chum salmon as they adjust from freshwater to saltwater. The site was severely impacted by human activities.



Project Overview

Location: Mouth of Discovery Bay, WA
Size of Area Restored: 11 acres
Amount of fill removed: 65,000 cubic yards
Number of buildings removed: 5
Project Cost: ~$1.5 million

In the 1950's, the Salmon Creek estuary became the site of a productive lumber mill. As a result of the lumber mill's activities, scrap wood, bark and saw dust filled large areas of the estuary nearby. The result was blocked tidal flow, depleted salt marsh and poor water quality.

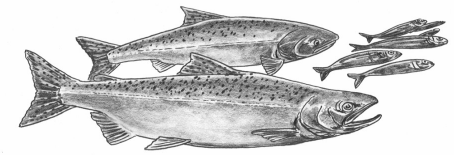
Restoration of the Salmon Creek Estuary will encourage the return of threatened salmon and support a healthy estuary for wildlife and humans alike to enjoy.

Project Sponsor
North Olympic Salmon Coalition

Project Partners
Salmon Recovery Funding Board, Estuary and Salmon Restoration Program, National Oceanic and Atmospheric Administration, FishAmerica, Coastal Protection Fund, WDFW

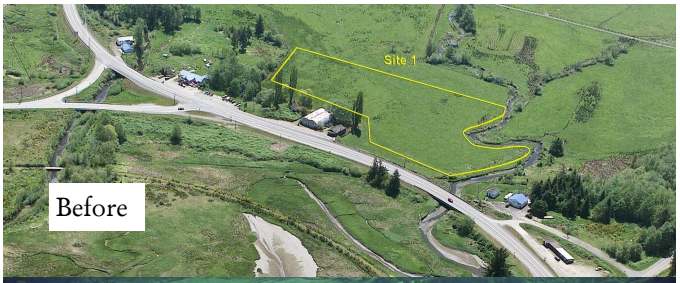
North Olympic Salmon Coalition ● 205 West Patison St., Port Hadlock, WA

2008 Salmon Creek Estuary Restoration and Wood Waste Removal



North Site Restoration

The north portion of the project site includes an old log peeling and veneer mill. Wood waste was placed atop the historic estuary at the head of Discovery Bay mid-century during a brief history of log peeling and veneer making at the site. Ground water seeping through the wood waste 'leaches' natural chemicals from the wood that become toxic in such large quantities. High levels of sulfur, ammonia and other wood waste leachates were creating toxic conditions for aquatic life in an existing tidal channel adjacent to the wood waste pile. The wood waste was removed (25,000 cubic yards) from this site and the area was backfilled to achieve the final elevation



South Site Restoration

The second site, located to the south, has historically been graded and used for pasture. The site is bordered by Salmon Creek and was graded to salt marsh elevation. Some of the material was moved to an upland disposal site on the same property, and some was hauled off site.

North Olympic Salmon Coalition● 205 West Patison St., Port Hadlock, WA

CLALLAM COUNTY

MARINE RESOURCES COMMITTEE

June 8, 2010

Ginny Broadhurst
Northwest Straits Commission
10441 Bayview Edison Road
Mount Vernon WA 98273

Dear Ms. Broadhurst,

Clallam County Marine Resource Committee (MRC) supports the Jefferson MRC's proposal to restore nearshore habitats at Maynard Beach in Lower Discovery Bay. We have reviewed a draft of the Jefferson grant application and are pleased to note that that it follows through on an initiative we discussed with the Jefferson MRC last fall in the context of a Puget Sound Partnership proposal for Straits Action Area funding.

Discovery Bay is important to our region. It provides valuable habitat for marine bird species, mammals and other wildlife. More specifically, the nearshore in the vicinity of the project provides critical habitat for ESA listed summer chum salmon and steelhead, Olympia oysters, birds and forage fish. Significant restoration progress has been made in the nearby Snow/Salmon Estuary, but more work in the nearshore is needed to restore ecosystem functions.

The project will make significant progress toward all of the Northwest Straits benchmarks for our region.

- The nearshore restoration proposed by the project will reconnect functional habitats to improve an important migratory corridor for salmon.
- The Olympic Discovery Trail (from Port Townsend to Port Angeles) will run adjacent to the site providing opportunity to interpret restoration activities vital to marine resources.
- The site includes a soft-shore armoring element on readily accessible public land that will tie into our bi-County Watershed Stewardship Centers that will provide technical assistance to property owners.
- There are ecosystem-scale synergistic benefits of the restoration activities in Discovery Bay with the proposed bi-County Protection Island Reserve.

For the aforementioned reasons we strongly urge you to consider the Jefferson proposal for Benchmark Account funding.

Sincerely,

Andrew Shogren, Chair
Clallam County Marine Resources Committee

Clallam County Marine Resources Committee
C/O Department of Community Development
223 East 4th Street, Suite 5
Port Angeles, WA 98362-3015