

HCP Implementation Documentation

Implementation of the Washington State Department of Natural Resources (DNR)'s [State Trust Lands Habitat Conservation Plan \(HCP\)](#) often requires interpretation of its conservation strategies and how they may apply to an HCP-covered management activity. There are times when strict compliance may not result in the right outcomes, could endanger human lives, or would conflict with other HCP objectives. There are also times when, unintentionally or inadvertently, an activity deviates from an HCP conservation strategy. Under these circumstances, DNR employees may seek guidance to devise appropriate plans of action for complying with HCP objectives and conservation strategies, develop alternative plans of action to avoid conflict with HCP objectives, or rectify the unintended consequences of an activity.

HCP implementation documentation represents the cooperative problem solving that is sometimes necessary in the course of HCP implementation. It includes the following:

- **HCP implementation consultations:** Agreements between DNR's Forest Resources Assistant Division Manager for the HCP and Scientific Consultation Section and regions or programs related to operational challenges where assistance and approval for a mitigation plan has been requested.
- **Joint concurrences:** Agreements between DNR and the Federal Services related to strategy modifications and updates.
- **Noncompliances:** Unapproved deviations and/or violations of HCP conservation strategies and/or objectives.
- **Other:** Informational documented issues/activities associated with HCP strategies, objectives, or implementation.

The documents listed in the table below are for activities that have been approved. However, these documents are not meant as confirmation that an approved activity is moving forward or has taken place.

This information is linked directly to the [FY 2014 State Trust Lands HCP Annual Report](#) and is not intended to be a stand-alone document.

Region/ Division	Approval date	Type	Associated project	HCP strategy	Activity summary
South Puget Sound	7/10/2013	HCP Consultation	16 Penny Timber Sale	Riparian	Locating a yarding landing partially within the 190-foot RMZ of an unnamed Type 3 tributary to Stossel Creek.

Region/ Division	Approval date	Type	Associated project	HCP strategy	Activity summary
Pacific Cascade	9/17/2013	HCP Consultation	Upper Speelyai Timber Sale	Riparian	Removal of 29 trees to locate a landing within 30 feet of a Type 4 RMZ. Mitigation includes leaving 27 trees elsewhere in the unit and leaving two of the 29 removed trees as down woody debris in the RMZ.
Olympic	11/18/2013	Concurrence	Waterline Road maintenance	Marbled Murrelet	Removal of trees in areas with marbled murrelet habitat and buffer areas for road daylighting.
Pacific Cascade	12/20/2013	HCP Consultation	Upper Ole Creek Timber Sale	Northern Spotted Owl (NSO)	Removal of trees on 2.5 acres of sub-mature habitat for road construction and isolation of 1.5 acres of sub-mature habitat resulting from construction.
Pacific Cascade	1/10/2014	Concurrence	Elochoman River road abandonment and bridge removal	Marbled Murrelet	Abandonment of two road segments, removal of two bridges, felling of one douglas fir with potential nesting platforms.
Olympic	1/13/2014	Concurrence	RMAP Implementation	Marbled Murrelet	Replace a fish-blocking culvert and fell three non-platform bearing trees, with timing restrictions.
Northwest	1/30/2014	HCP Consultation	Singletary VRH Timber Sale	NSO	Road construction and reconstruction in ~5.9 acres of next-best stand and clearing for a rock pit in up to 0.4 acres of next-best.
Pacific Cascade	2/11/2014	HCP Consultation	Brightwood VRH Timber Sale	NSO	Trees in sub-mature NSO habitat to be used as guy line anchors to facilitate safe harvest of adjacent non-habitat.
Pacific Cascade	3/4/2014	HCP Consultation	Black Hills District RMAP	Marbled Murrelet	Road abandonment, including removal of one fish barrier and four other stream crossings, and removal of 25–30 trees to occur within a recommended MMMA.
Pacific Cascade	3/7/2014	HCP Consultation	Yacolt District RMAP	NSO	40-foot bridge installation on the CG-2200 road necessitates removal of 11 alder and one douglas fir in NSO sub-mature habitat and next best stand.
Olympic	3/7/2014	HCP Consultation	None	Marbled Murrelet	Large spruce tree fell over county road and was sectioned and moved by the county road department. Olympic Region staff conducted a direct sale of the wood to avoid theft.

Region/ Division	Approval date	Type	Associated project	HCP strategy	Activity summary
Northwest	3/7/2014	Concurrence	Hillard and Cronk Timber Sale	Marbled Murrelet	Clarification sought for existing marbled murrelet habitat definition.
Northwest	3/10/2014	HCP Consultation	Rye Bread VRH Timber Sale	Marbled Murrelet	Use one tail hold in suitable, unoccupied MM habitat and one in the buffer of occupied MM habitat.
Northwest	3/20/2014	Concurrence	Nooksack Indian Tribe Multi-Year Stream Restoration Project	Marbled Murrelet	Nooksack Tribe will build 900' of access road in MM habitat buffer; 300' of the road will fall within the 165' "no-touch" buffer. The Nooksack Indian Tribe must follow peak timing restrictions, control public access and sediment on the road, and (following project completion) properly abandon the road.
Pacific Cascade	4/1/2014	HCP Consultation	West Hagen Creek Timber Sale	Riparian	As part of constructing the L-1582 Right of Way, remove six trees from a leave area from Shortest Straw Timber Sale (Unit 5) and leave an additional six trees in West Hagen Creek Unit 3 as mitigation.
Olympic	5/1/2014	HCP Consultation	RMAP Implementation	NSO, Marbled Murrelet	Replace two culverts on C-3000 that block access to upstream fish habitat and in doing so remove approximately two dozen trees, some of which are within occupied MM habitat and spotted owl habitat.
Pacific Cascade	5/1/2014	Concurrence	RMAP Implementation	NSO, Marbled Murrelet	Abandon a portion of the existing X-Line road and relocate it by reconstructing an old grade along a ridgeline; project lies within low-quality NSO habitat and in reclassified habitat within a science team recommended MMMA.
Olympic	6/3/2014	HCP Consultation	Rayonier timber company harvest	NSO	Allow Rayonier to clear 1.6 acres of 34-year-old plantation forest cover as landing and guy line sites for timber harvest on adjacent land.
Pacific Cascade	6/19/2014	HCP Consultation	Upper Ole Creek Timber Sale	NSO	Two trees to be used as guy line anchors are in sub-mature NSO habitat.

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MEMORANDUM July 10, 2013

To: Allen Estep, HCP Implementation Manager
Through: Dave Lorence, Assistant Region Manager State Lands
From: Alan Mainwaring, South Puget Sound Region Wildlife Biologist

Subject: Timber Harvest Landing Location Consultation

The Snoqualmie Unit requests to build a timber harvest landing partially within the 190 foot RMZ of an unnamed Type 3 tributary to Stossel Creek in Section 19, T26N R08E in northern King County. The proposed activity is located in Unit 3 of the 16 Penny Timber Sale.

I walked the location to try and find a suitable landing site outside the RMZ. Due to the existing road location within the RMZ and topographic constraints outside the buffer no suitable site is available. See attached map to view proximity and additional details. The landing size will be approximately ¼ acre and minimized to what is necessary to facilitate timber harvest. The landing is located on the east side of the 1200 road and away from the stream and will be reforested following harvest.

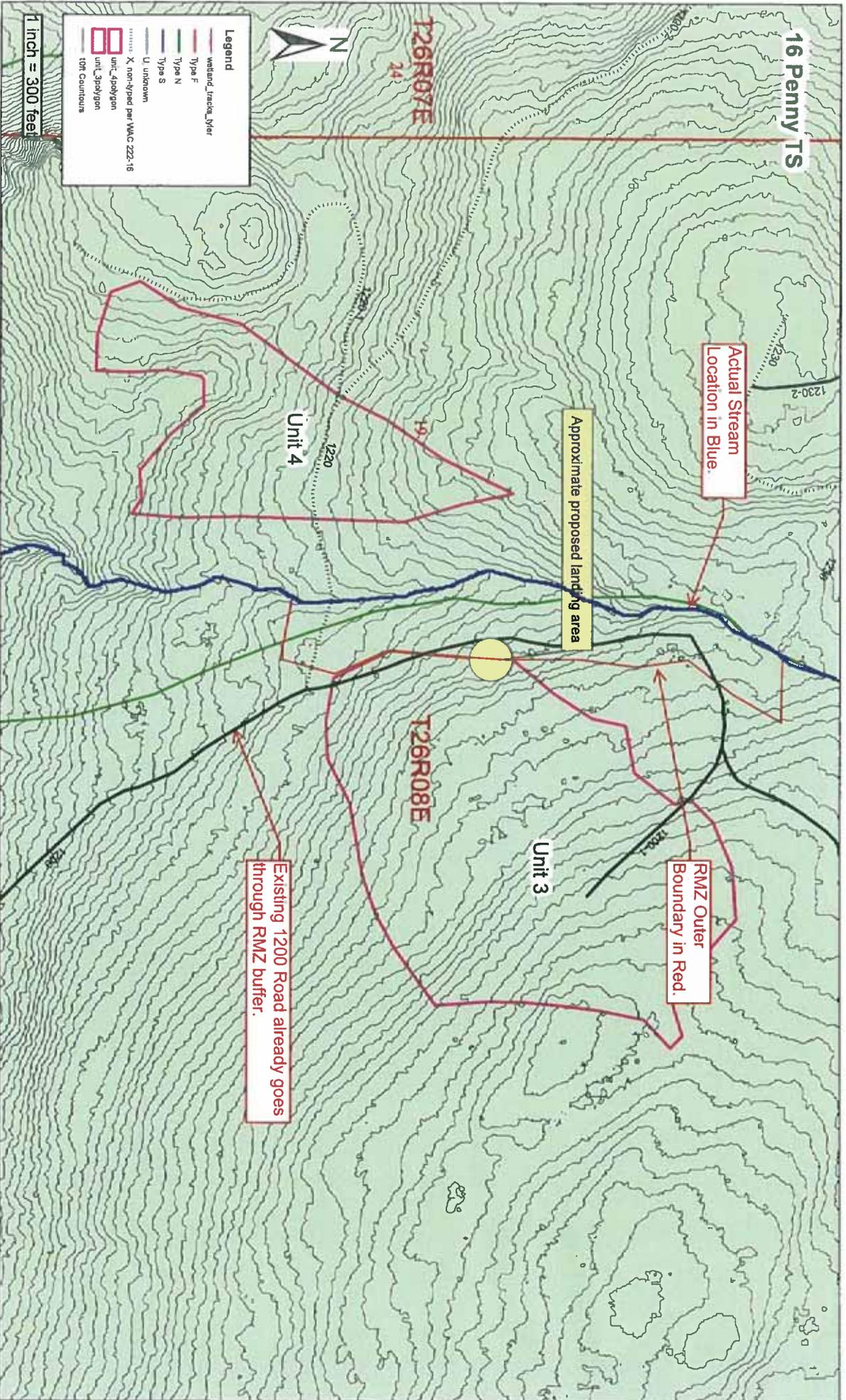
I discussed the issue with Richard Bigley from Land Management division and he concurred that every effort had been made to reduce resource disturbance and that locating the yarding landing outside the RMZ would require unnecessary construction and disturbance near the RMZ. Reforestation and stand trending of the landing after the planned harvest will act as mitigation for this disturbance.

Please contact me if you have any questions or need any additional information. If you concur with this request, please sign below.

Thank you,



HCP and Scientific Consultation Section Date



September 17, 2013

To: Allen Estep, ADM HCP and Scientific Consultation Section

Through: Mary McDonald, State Lands Assistant, Pacific Cascade Region

From: Danielle Munzing, Pacific Cascade Region Biologist

Subject: Upper Speelyia TBS; RMZ harvest.

The Upper Speelyai timber sale is currently active and is located on the north end of the Yacolt District in Pacific Cascade Region, T07, R04E, S30. Loggers are currently working on Upper Speelyai Unit 2 at the end of Spur E. While evaluating the location of a landing located northwest of the road, where the road enters the unit (see attached map), the loggers realized there is not enough room for their landing given the shape and length of the unit and the optimal location of the yarder itself.

The only other option available was to move the landing further north, up the road, into the unit; however, that would have an impact on another Type 4/5 RMZ and leave clump south east of the current location. The impact would include removing trees for a yarding corridor and yarding over an active stream. This option would remove 0.5 acres of trees from the RMZ.

The proposed option will remove 29 trees from the Type 4 RMZ getting no closer than 30 feet from the ordinary high water mark and then angles away from the stream into the unit. The total area harvested in the RMZ is approximately 0.1 acres. The stream is currently dry and flows water during times of continuous rain or snow run-off.

September 13th, 2013 I visited the site with Brian Poehlein, we counted the trees for removal and discussed a plan for mitigation. Mitigation will include leaving an additional 27 trees that will be included along the outer edge of the Type 4 RMZ, not leave trees, further downhill from where the RMZ will be cut. In addition, I requested that two of the trees removed be left on site and felled towards the stream. I did not request snags creation in the RMZ because there is an abundance of snags in and around the area of the stream. These additional leave trees are similar to the trees harvested. This proposed harvest plan should have fewer impacts overall to RMZs within the unit than creating a yarding corridor through the eastern RMZ.

If you agree with this proposal please sign below.

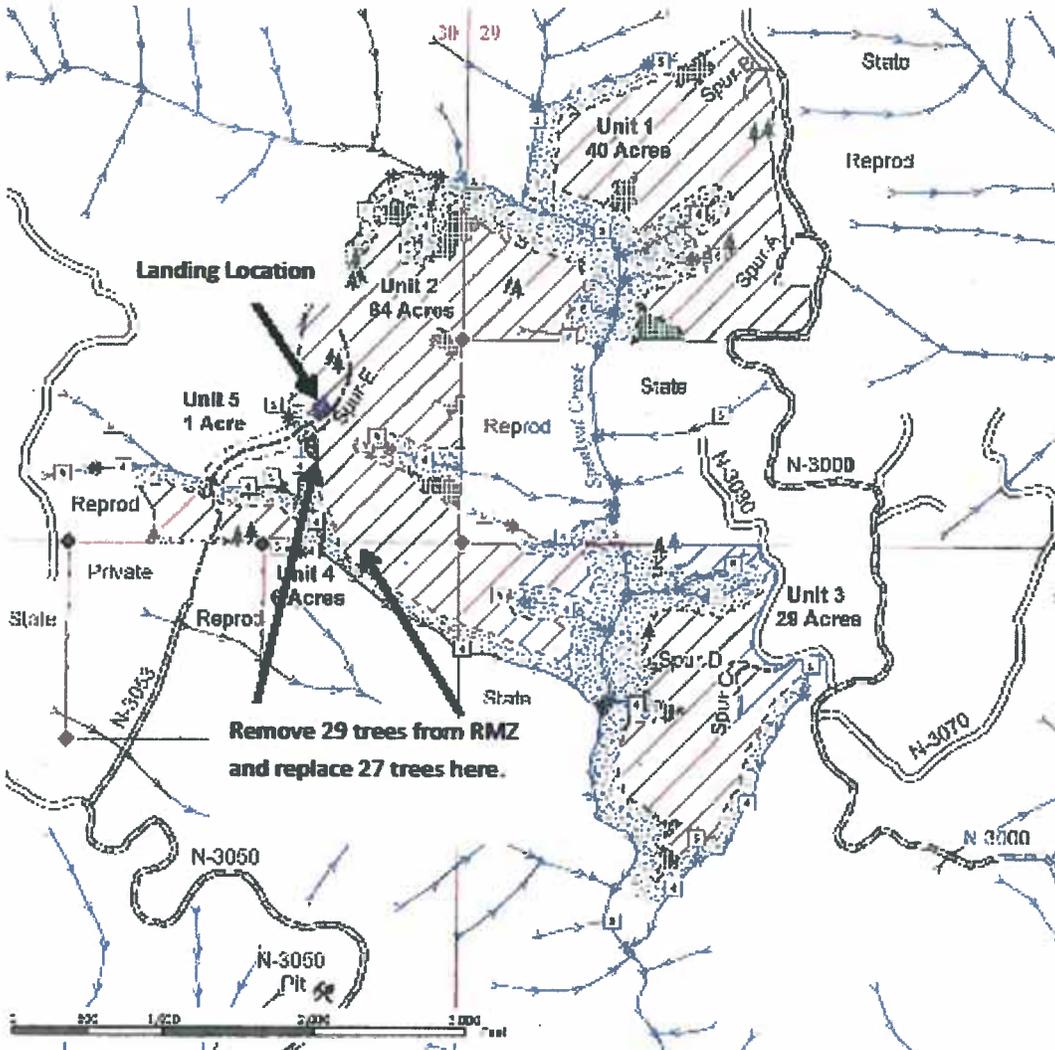

Allen Estep



TIMBER SALE MAP

SALE NAME: UPPER SPEELYS
 AGREEMENT#: 33-057C1B
 TOWNSHIP(S): T97R3M4F
 TRUST(S): State Forest Transfer(1), Common School and Indemnity(3), Capital Grant(1)

REGION: Pacific Cascade Region
 COUNTY(S): COWABITZ
 ELEVATION RGE: 1453-2666



Sale Area	Property Line	Streams
Leave Tree Area	Existing Road	Stream Type Break
Riparian Mgt Zone	Required Pre-sale Maintenance	Stream Type
Sale Boundary Tags	Optional Construction	Live Trees
Leave Tree Tags		Existing Rock Pit
Right of Way Boundary Tags		Monumented Corner

Prepared By: jml/400

Creation Date: 1/7/2011

Modification Date: 6/22/2011



November 18, 2013

TO: Allen Estep, Assistant Division Manager, FRD

THROUGH: Drew Rosanbalm; State Lands Assistant Manager, Olympic Region

FROM: Scott Horton, Wildlife Biologist, Olympic Region

SUBJECT: Cutting trees for road maintenance within marbled murrelet deferral areas

Background: The existing Waterline Road (PA-J-3000) was constructed in the early 20th century, originally as a logging railroad, and was used as the route for the still-operational waterline delivering Lyre River water to Joyce's municipal system. It currently receives significant use for timber haul, also by recreational users. In Section 10 T30N R9W, the road parallels the Lyre River and is wet, poorly drained, and closely overgrown with 2nd-growth timber. This segment of the road is not suitable for current and anticipated levels of log and equipment haul and will need improvement to meet business needs and Forest Practices standards. Improvements needed to address these issues are: 1) construct or improve ditches, 2) install/repair cross-drainage structures, and 3) re-surface the gravel road. In order to accomplish this, a number of commercially mature, second-growth trees that have grown too close to the road (within approximately 15') will need to be cut. A portion of this roadwork and timber harvest is required within the buffer of an occupied marbled murrelet site that was identified during DNR-commissioned surveys in July 2001 and an interim guidance deferral area mapped as occupied within the Science Team Recommendations for the LTMMCS (2008). Figure 1 maps the area of interest.

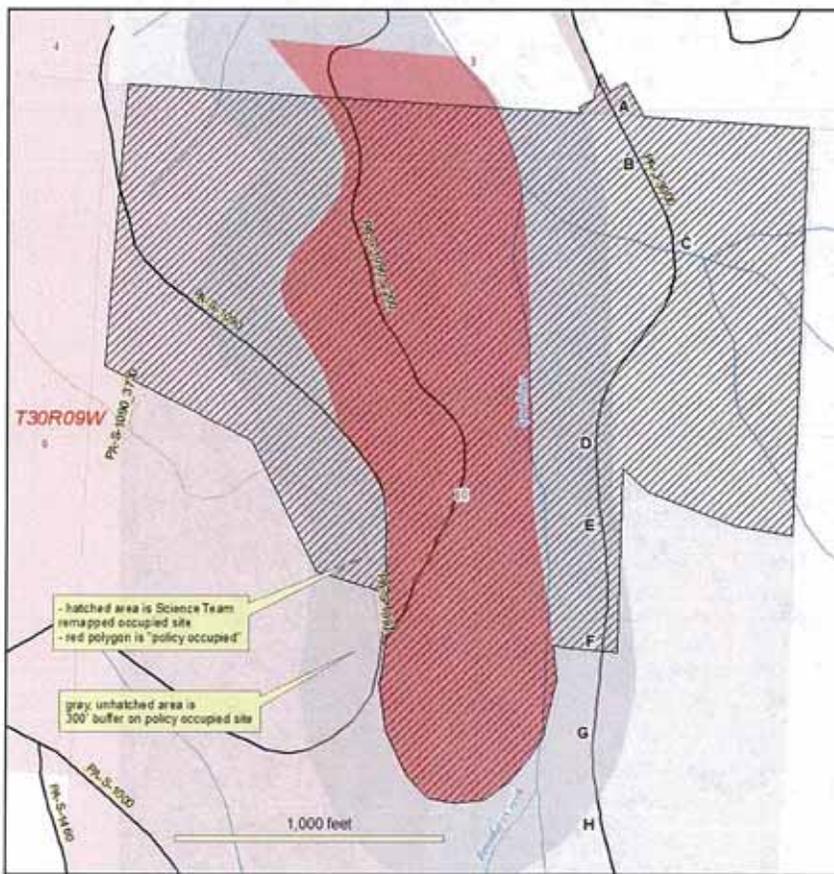


Figure 1. DNR-managed lands (shaded pink), two mappings of the occupied murrelet site, roads, and streams in the Waterline Road clearing proposal. The area of interest is between points A and H.

On-site observations: I visited the site November 1, 2013 to assess the proposed clearing relative to its potential to impact the quality of the occupied site. The site is centered on the Lyre River which is in a deep gorge while the road occupies a narrow bench approximately 120 - 200' above the river. As viewed from the road, the roadside timber and that on the upper slopes below the road is structurally-simple second-growth, with dominant trees mostly Douglas-fir that appear consistent with FRIS stand summary data: origin year 1939, LIVE_ALL7_QMD 11.9, LIVE_ALL20_TPA 14.6, LIVE_ALL20_QMD 24.5.

I conducted a thorough "windshield survey" of the area of interest, accomplished by driving slowly both directions along the approximately 2,800' of road. I got out of the vehicle at eight locations for closer inspection and documentation of trees and habitat conditions along the road and in the nearby stand. These inspections occurred at and near the points labeled A - H on Figures 1 and 2. Photos illustrating features of interest, keyed to the map points, follow Figure 2 and are referenced in the accompanying narrative.

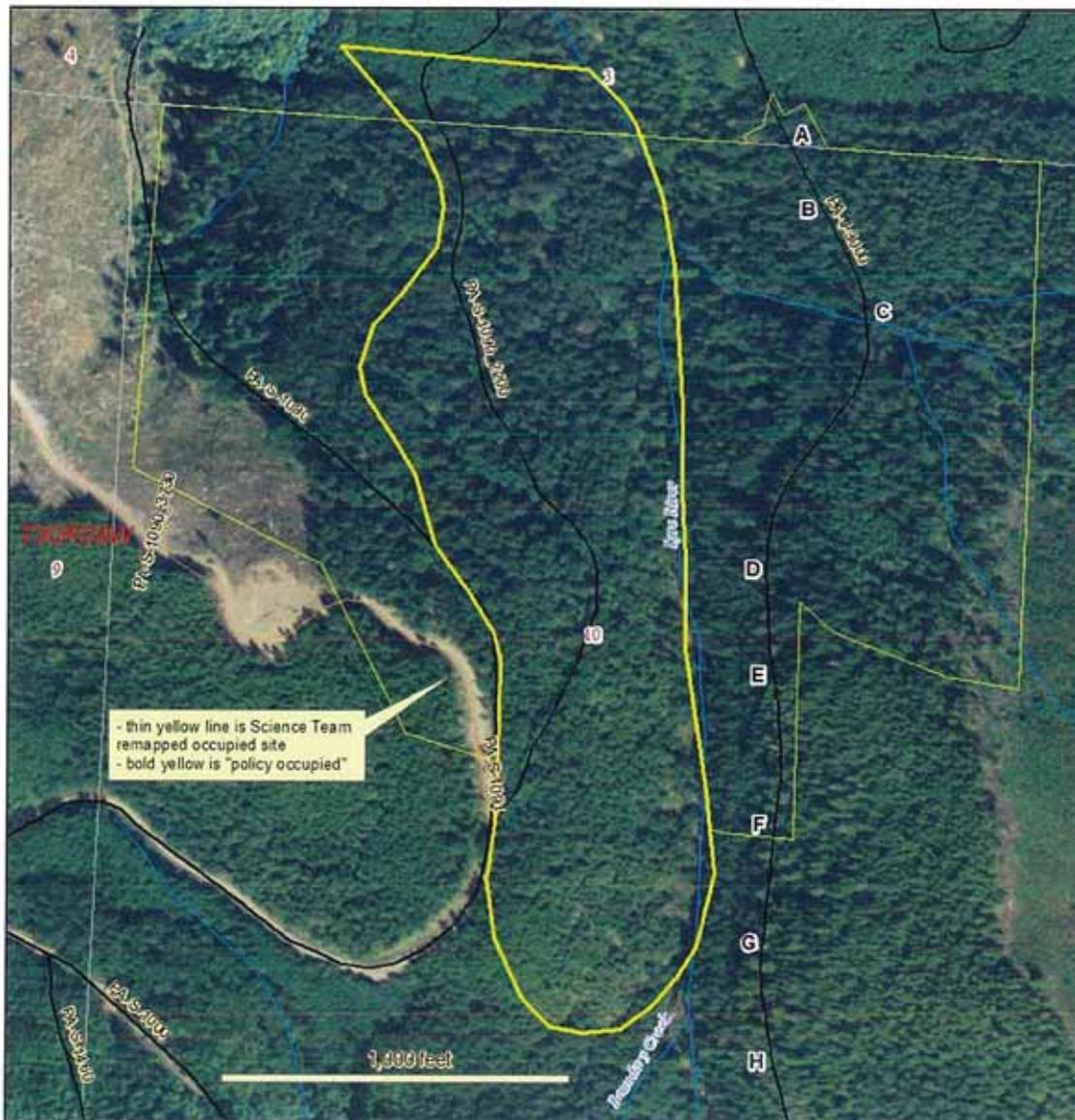


Figure 2. Area of interest on 2011 aerial photography. Habitat assessments were conducted at points A - H, the photos that follow are labeled to reference those locations.

I found the roadside in the north part of this occupied site to consist of dense, structurally-simple second-growth as depicted in the photos from points A and B below. I could find no platforms in a thorough search of the canopies of roadside trees, using binoculars as needed.



A. Looking south at the north edge of the occupied site.



B1. Mature trees growing too close to the road.



B2. Canopies of the trees depicted in B1.



B3. Looking south towards photo point C.

Several of the largest trees near the road occurred near photo point C and are illustrated in the following photos. Removal of these trees is critical to road use as they compromise passage of large loads through this tight corner. I found no platforms in a careful search of their canopies.



C1. Large trees too close to the road, note hardhat at base of 37" dbh Douglas-fir at right.



C2. View into the canopy of the 37" Douglas-fir.



C3. View into the canopy the largest tree on the left side of the road in C1 (22" dbh Douglas-fir).



C4. Two large Douglas-fir near the road in the tight corner at photo point C (31" and 32" dbh).



C5. View into the canopies of the trees pictured in C4.



C6. View down the road to the south from photo point C. Note the simple-structured canopy.

Several larger trees were encroaching on the road in the vicinity of point D. The following pictures D1 - 4 illustrate the area and several of the larger trees of interest. Note the simple canopy structure and absence of platforms depicted in D3 and D4.



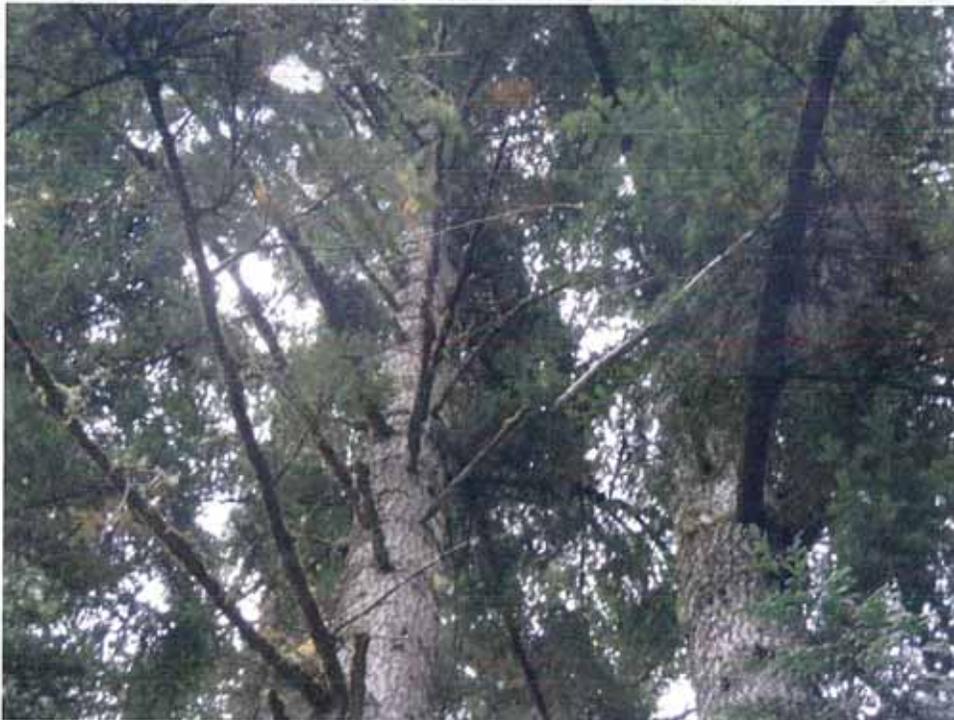
D1. View of road with encroaching trees near photo point D.



D2. Several mature trees near photo point D.



D3. View into the canopies of the trees shown in D2.

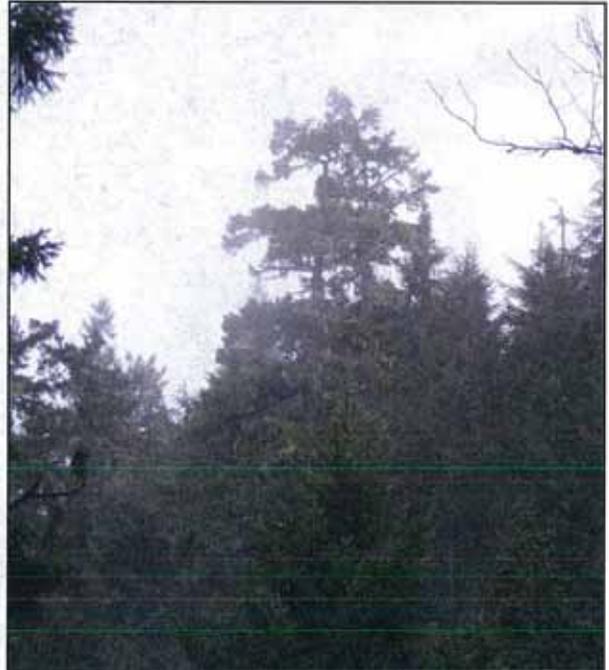


D4. Close-up view into the canopies of the largest trees in that group showing the small limbs and simple structure common to all the larger trees along the road.

A viewpoint near photo point D afforded a look at several residual old-growth trees across the Lyre River that were left during the 1930s logging that cleared this site. These trees offer true marbled murrelet habitat potential.



D5. Residual old-growth Douglas-fir with large limbs and complex canopy structure across the Lyre River.



D6. Close-up of old-growth treetops.

Dense, fairly small-sized conifer without platforms encroach on the road near photo point E. Near this point, a near eye-level view into the canopies of trees nearer to the Lyre River allowed a search for platforms in trees away from the road. Few of these trees showed signs of canopy complexity or platform development but Figure E2 shows one of the “better structures”, an approximately 6” platform at the crotch of two small limbs.



E1. Smaller-sized trees encroaching on road at photo point E.



E2. This near eye-level, telephoto view taken near photo point E illustrates a “small, platform-like structure” in a larger second-growth tree about 150’ below (west of) the road.

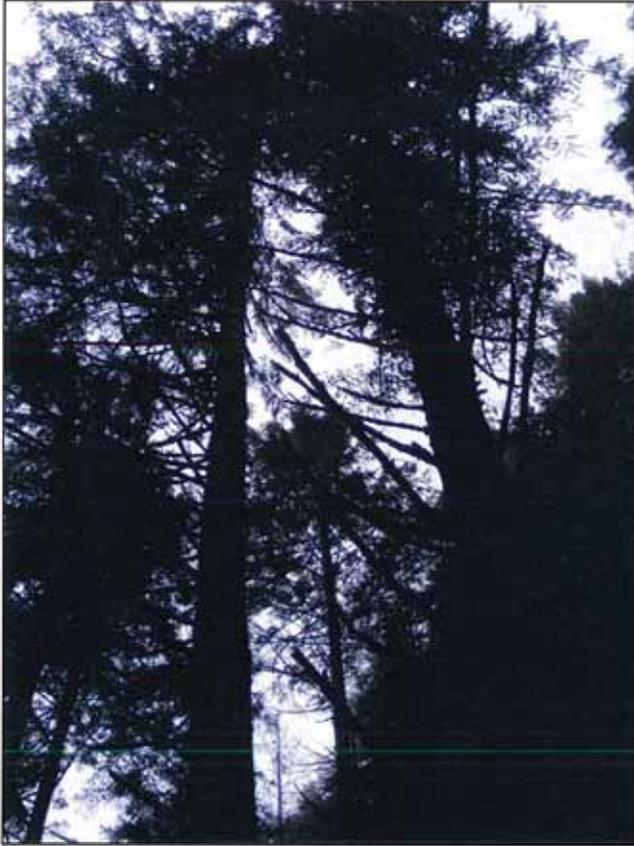
The edge of the occupied site mapped by the Science Team is near photo point F. Stand structure and composition do not appear to differ at the transition into and out of the occupied site. Several large, encroaching trees and their canopies are shown in Figures F2 and F3.



F1. View at photo point F.



F2. Larger Douglas-fir trees encroaching on road near photo point F.



F3. Canopies of the trees shown in F2.



G1. View north from photo point G, approximately 270' south of the occupied site, showing encroaching trees with simple canopy structure and no platforms. Note the apparent similarity of this "non-habitat" timber type too much of that shown in the occupied site in the previous photos.



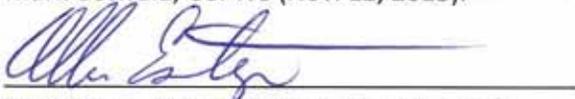
H1. View from point H at the approximately outer edge of a 300' buffer on the occupied site (the gray shaded area in Figure 1).

Summary: The roadside forest in the area of interest is simple-structured second-growth in which the dominant and co-dominant trees are mostly between 10" and 20" dbh. The few trees larger than 20" dbh that occur along the road are illustrated above, they all had simple-structured canopies and were without platforms. Small numbers of larger, more complex-structured trees well distant from the road were seen in the few views afforded into the Lyre River gorge. Platforms were evident in some of these trees and were likely in others where my search was limited by incomplete views.

Conclusions and management recommendations: Marbled murrelet nesting habitat consists of nest structures (platforms), nesting cover and flight access (provided by complex canopy structure), and a forested context that may provide security from nest predation. The roadside forest in this occupied site does not have platforms or complex canopy structure, however it is part of the site's forested context. The proposal will not impact the amount or quality of nesting structure at this occupied site because no trees with platforms are proposed for harvest, nor are any trees with platforms near enough to the road to be influenced by removal of the roadside canopy. The proposal will create some small, narrow canopy gaps along the road through the occupied site but these will not alter the overall forested nature of the site nor are they sufficient to alter the distribution or abundance of potential murrelet nest predators. I conclude the proposal will have no significant effect on the quality of this occupied site.

I recommend the proposed timber harvest and road construction within ¼-mile of the occupied site should occur outside the Daily Peak Activity Period, if conducted during the marbled murrelet critical nesting season.

If you concur that this proposal is consistent with HCP Conservation Strategies and other Department Procedures and that Olympic Region may proceed, please sign below. See attached consultation with Mark Ostwald, USFWS (Nov. 12, 2013).


Allen Estep, HCP Implementation Manager

11-18-2013
Date

ESTEP, ALLEN (DNR)

From: Ostwald, Mark <mark_ostwald@fws.gov>
Sent: Tuesday, November 12, 2013 10:24 AM
To: ESTEP, ALLEN (DNR)
Subject: Re: FW: Waterline Road

Hi Allen,

I read the assessment by Scot Horton for the removal of some trees along the Waterline Road. The purpose is to facilitate log and construction haul, as some of these trees are too close to the road for large equipment. In this case, the road goes through an occupied marbled murrelet site.

I agree with Scot's conclusion, that the occupied site will not be negatively impacted from the removal of these road adjacent, simple structured trees.

If you have any questions, let me know.
thanks

On Wed, Nov 6, 2013 at 12:08 PM, ESTEP, ALLEN (DNR) <ALLEN.ESTEP@dnr.wa.gov> wrote:

Mark, I've got an issue that I need to talk to you about.

The attached memo is about daylighting timber within a road right-of-way within an occupied site within the Straits PU.

You and I were thinking about going to look at this area when we looked at Taylor's butterflies, but that's not until December. Additionally, Brian contacted me and said he had a portion of this proposal that was more pressing than the whole project. He's got a 90' bridge that's being delivered along this route. There's a corner that the bridge needs to go through with 7 trees in the occupied site that need to be felled to allow for the bridge to be delivered in a very short timeline. The corner is documented on page 5 of the attached document with photos of the trees that are growing directly along the road. From Scott's review, they have no platforms.

What's your thought on this? There are opportunities for mitigation, i.e. Brian doesn't need to sell these 7 trees, just fell them and we could decide what to do with them if we look at the larger project. On the other hand if you think we need to see the trees, we could.

Allen Estep

Assistant Division Manager
HCP & Scientific Consultation Section, Forest Resources Division

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From: HORTON, SCOTT (DNR)
Sent: Monday, November 04, 2013 4:08 PM
To: ESTEP, ALLEN (DNR); TURNER, BRIAN (DNR)
Cc: ROSANBALM, DREW (DNR)
Subject: Waterline Road

Allen, Brian – attached is a draft summarizing my observations and conclusions for the Waterline Rd. proposal. Take a look at it for content and form and let me know if it's satisfactory. Let me know if you have suggestions and I will modify – otherwise I will submit this as is through Drew.

Scott Horton, Ph.D.
Wildlife Biologist
WA State DNR - Olympic Region

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Mark Ostwald
US Fish and Wildlife Service
(360) 753-9564

WASHINGTON STATE
DEPARTMENT OF NATURAL RESOURCES
Pacific Cascade Region
P.O. Box 289, Castle Rock, WA 98611

November 14th, 2013

TO: Allen Estep, Assistant Division Manager, Forest Resources Division

THROUGH: Mary McDonald, State Lands Assistant, Pacific Cascade Region

FROM: Danielle Munzing, Fish and Wildlife Biologist, Pacific Cascade Region

RE: Biologist's Note: Proposed Road and Landings Associated with the Upper Ole Ck VRH Timber Sale

This memo is regarding proposed road construction and landings needed to access 37 acres of Variable Retention Harvest on the Upper Ole Ck VRH timber sale unit 2 in Yacolt District. The timber sale is located outside the current Future Habitat Area Strategy (a document designed to prioritize where future habitat should be grown, retained, or enhanced on the landscape) in the Cougar Spotted Owl Management Unit (SOMU) in Sections 11 and 12, Township 06 North, Range 04 East. Topography and surrounding Northern Spotted Owl (NSO) habitat limits access to this unit, which is flanked to the north, east and west by designated NSO nesting, roosting, and foraging (NRF) sub-mature habitat. In addition, areas to the south and west are currently part of Pacific Cascade's Future Habitat Area. Topography in the unit is extremely steep and building road across such slopes would be costly and would still impact NSO habitat as described in the attached road options.

The proposed road takes off from the junction of the S-1000N and S-6000 roads where it enters non-habitat and is inside the harvest unit (see attached map). As the topography steepens, the proposed road leaves the unit and enters sub-mature habitat where it continues on gentler slopes till it reaches the top of the ridge. The road design will remove approximately 2.5 acres of habitat and isolate approximately 1.5 acres between the road and the timber sale unit. Because the 1.5 acre isolated area is just below the top of the ridge, the susceptibility to windthrow is minimized.

Originally the road would have isolated two patches of sub-mature habitat, but after discussing options with the engineer, we were able to move the north end of the road closer to the unit, which eliminated the second island and leaves a more contiguous piece of sub-mature habitat containing some of the largest diameter trees, structurally unique trees, and snags. Because this section of road runs along the saddle of the ridge, road width will be minimized to 50 feet. The road will be abandoned post-harvest.

On November 13th, 2013 Jacob Oberlander (NRF/Dispersal Unit Forester) and I walked the proposed road route to assess the forest stand characteristics. While the area designated as sub-mature exhibits the characteristics of that habitat type, with multiple canopy layers, large diameter trees, and snags we attempted to use as many of the natural openings as possible. Some snags will need to be felled due to safety concerns; they are older snags from the Yacolt Burn of 1902 and will be felled into the sub-

mature habitat and retained to create down woody debris (DWD). In addition, I marked seven of the largest diameter trees (>22" DBH) inside the road prism with a double ring of orange paint that will be cut and retained in the habitat area for DWD, this design will be described in the contract.

Other options considered by the forester are described in the attached memo. The proposed road and landing location is the best option for accessing unit 2 and will minimize impact to other unique habitats like talus and cliffs below the ridge. The location will also minimize the impact to soils by avoiding road construction on steep slopes.

Please contact me if you have any questions or need any additional information. If you concur with this request, please sign below.

Thank you.



12/20/2013

Allen Estep, Assistant Division Manager, Forest Resources Division Date

November 14, 2013

TO: Danielle Munzing, Pacific Cascade Region State Lands Biologists

FROM: Jacob Oberlander, NRF/Dispersal Unit Forester, Yacolt District

RE: Request for road construction within Northern Spotted Owl sub-mature habitat

Pacific Cascade Region has a planned timber sale (UPPER OLE CK VRH) located in the Cougar Spotted Owl Management Unit (SOMU). UPPER OLE CK VRH is a three unit variable retention harvest designed to generate revenue for State Forest Purchase (02) and Common School (03) trusts within Clark County and also to place the stand on Northern Spotted Owl habitat trajectory over the long term. We are proposing road construction (2.5 acres) within Northern Spotted Owl sub-mature habitat (Please see attached map). Unit 2 is found in sections 11 and 12 of T6N R4E. The activity in Unit 2 is in non-habitat and is almost entirely surrounded by sub-mature habitat making access extremely difficult. The following assesses the options and demonstrates why the preferred option is the most ecologically friendly and operationally feasible.

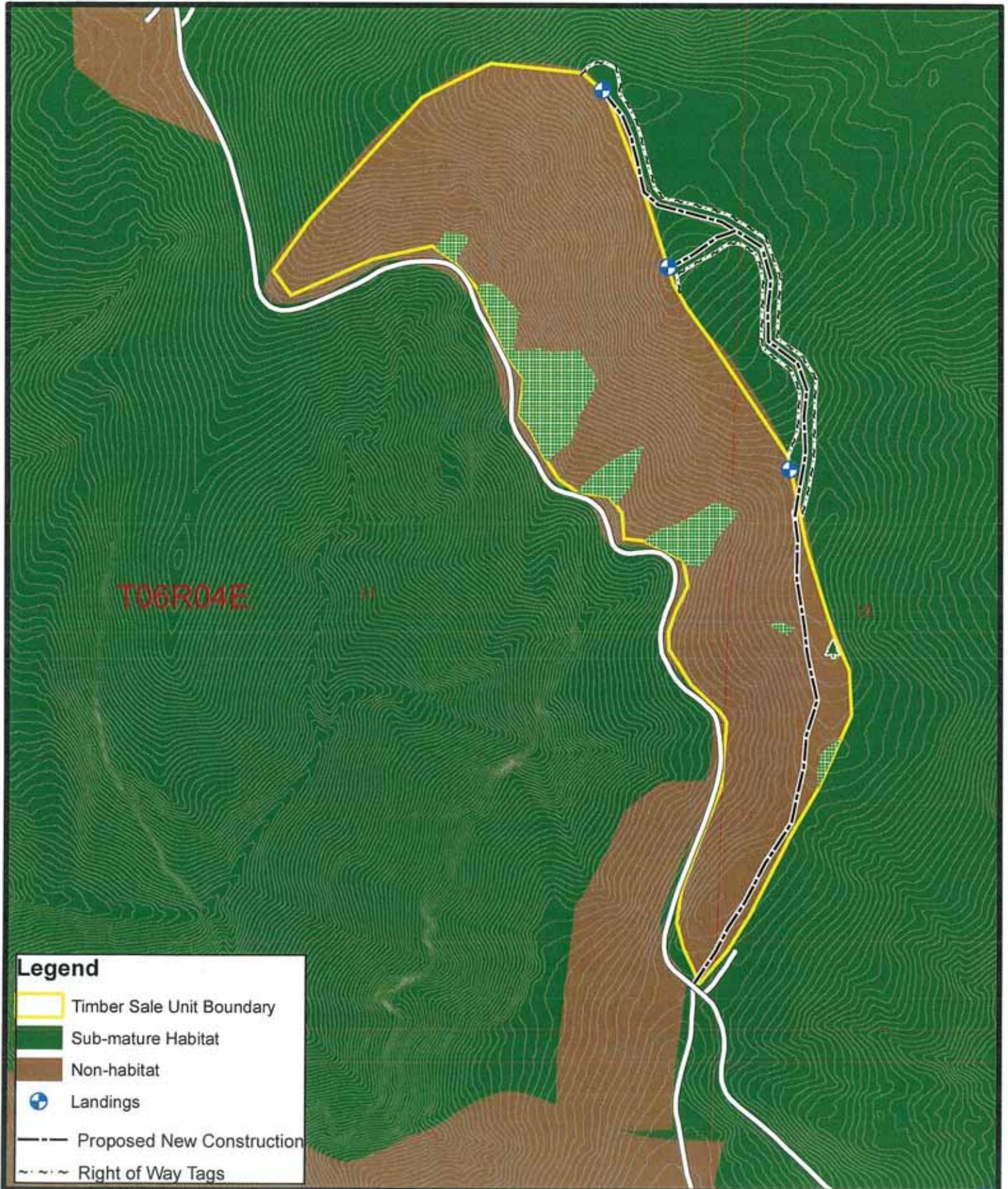
Alternatives were considered for access to the northwest corner of Unit 2:

1. Downhill yarding – This was an option we considered and we determined it is not operationally feasible because side slopes are too steep (>70%) and there is not enough space to accommodate a safe landing zone without significant earthwork inside the sub-mature habitat zone along the S-6000.
2. Routing the road downhill of the selected option – This was another option that was considered where large landings would have to be excavated into the hillside. This route would require construction of a full-bench road on 90% slopes and require end haul of excavated material. The possibility of using explosives to create the road prism (drill and shoot) is very high. If option 2 were utilized there would still be a need to fell timber and excavate landings within the sub-mature habitat zone to safely accommodate the cable yarding system needed.

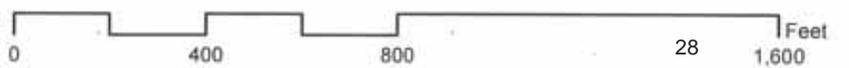
The preferred alternative provides for greater resource protection by avoiding significant excavation and full bench road construction. This alternative uses natural topography to design a road location which would be extended across a ridge top to access cable yarding settings that will minimize soil disturbance and provide a landing area large enough to safely operate. In addition, the road will be abandoned.

Please feel free to contact me via phone or email if you have any further questions. Thank you for your time and thoughtful consideration of our proposal.

Upper Ole CK VRH U2 - Proposed Road



1 inch = 400 feet



MEMORANDUM

To: Allen Estep; Assistant Division Manager, FRD
Through: Mary McDonald; Assistant Region Manager, PC Region
From: Noelle Nordstrom; Pacific Cascade Region Biologist
Date: December 31, 2013

Re: Biologist assessment of road abandonment and bridge removal projects on the Elochoman River and how they relate to marbled murrelet habitat in the vicinity.

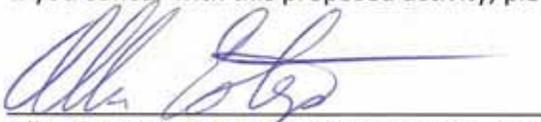
Introduction

Pacific Cascade Region's St. Helens District has a large Road Maintenance and Abandonment Plan (RMAP) endeavor made up of three scheduled projects: two road abandonment segments and the removal of two bridges (this document combines both bridges into one project). All projects are adjacent to the Elochoman River and within a Science Team recommended Marbled Murrelet Management Area (MMMA), the bridges and part of the E-7000 road abandonment is within surveyed, unoccupied reclassified habitat and the E-7010 road abandonment is within an occupied marbled murrelet site. All three projects tie together and need to be timed carefully to avoid disturbing marbled murrelets during the breeding season and also to minimize impacts to fish habitat. All are located east of the Elochoman River in the eastern third of Section 02, Township 09 North, Range 05 West. Some of the road abandonment also extends into sections 01 and 12 of the same Township and Range. Please see the attached map (Figure 1) for reference.

Though it is in close proximity to sensitive fish and wildlife habitat, this work will provide high-value resource protection over the long term to both aquatic and upland forest habitats. These projects are linked for cost effectiveness and to minimize the impact to natural resources. The short term impact and risk to the marbled murrelet habitat during the bridge removal operation and the road abandonment is off-set by the long term benefits of removing a hazard that impacts human safety, and decreasing chronic degradation to riparian and upland habitat. All activities will be conducted outside of the daily peak activity period for marbled murrelets and if possible outside of the nesting season. Only one tree with potential nesting platforms will need to be felled, described within the Project One: "Twin Bridges" Bridge Removal section.

Details on each of the three projects, in the order the demolition/decommissioning is likely to occur: bridge removals, E-7010 abandonment of road segment, then E-7000 abandonment of road segment, follow this Introduction. In all, a total of 6,950 feet of road will be abandoned with two hazardous and unusable bridges crossing the Elochoman River removed and multiple stream crossings and cross drains removed. Impacts will be the felling of one tree with potential marbled murrelet nesting structure and up to 198 smaller trees growing within the road prism without nesting structure to facilitate abandonment and safe equipment usage.

If you concur with this proposed activity, please sign below.


Allen Estep; Assistant Division Manager, FRD


Date

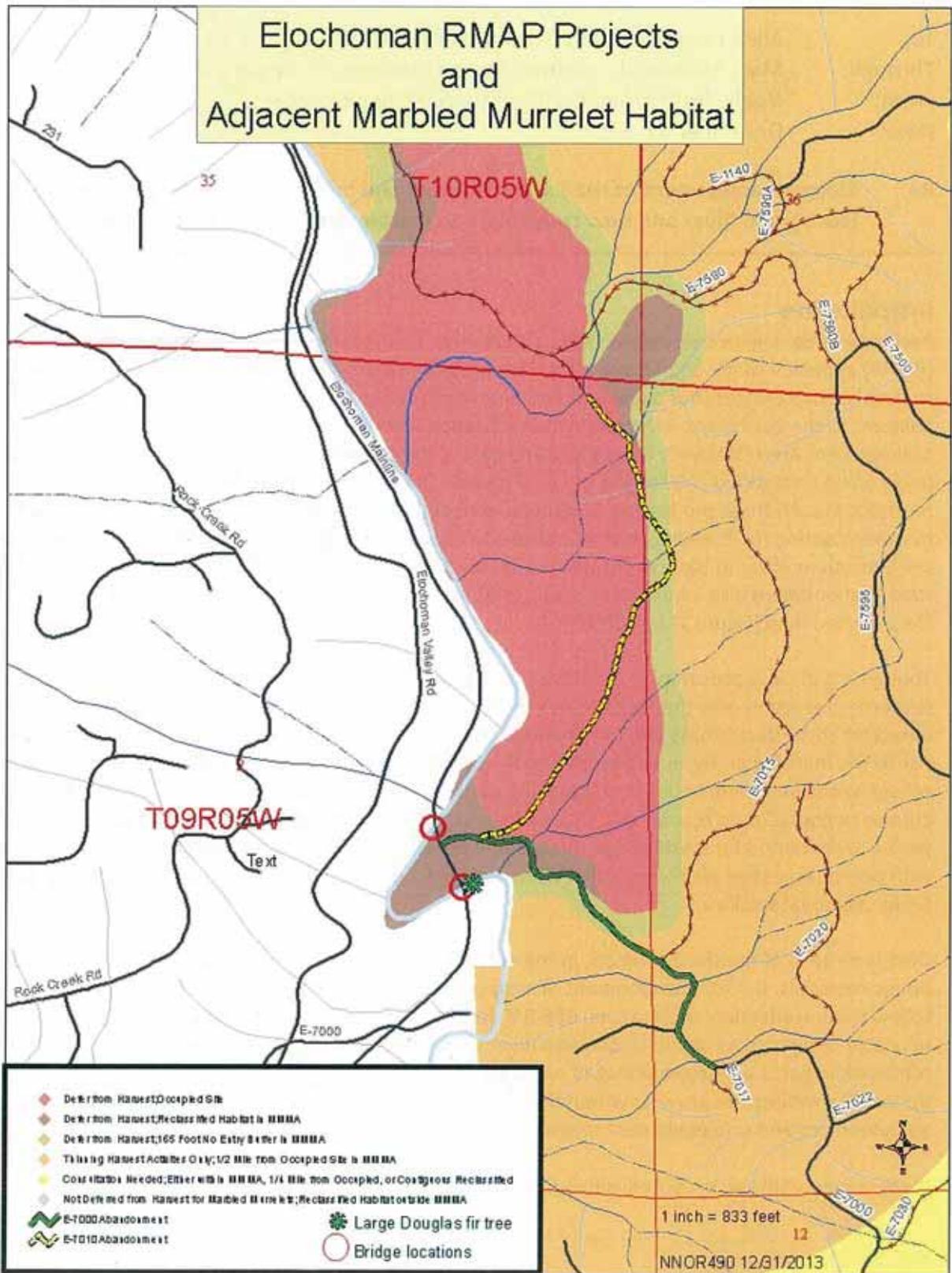


Figure 1: Map of project components in relation to marbled murrelet habitat.

Project One: “Twin Bridges” Bridge Removal

Lead Engineer: Brett Freeman, Pacific Cascade Region Road Engineer.

Pacific Cascade Region intends to remove two large (in excess of 100') bridges over the Elochoman River (a Type 1 Water) in cooperation with the Lower Columbia Land Trust. The project is located in the Southeast Quarter of Section 02, Township 09 North, Range 05 West. On the map (Figure 1) the bridges are represented by two red circles.

Two derelict railroad bridges will be removed from a sharp bend in the Elochoman River. These bridges have become extremely unsafe and are not drivable. They are beyond repair and are an attractive hazard to the public who frequent the area. The Columbia Land Trust is responsible for removing the north bridge and DNR is responsible for removing the south bridge. The removal of both bridges is a coordinated project and includes shared funding, equipment and resources. Removing the bridges together will be more cost effective and minimize impacts.

This project is within a “reclassified” area of an MMMA and is approximately 350 feet from an “occupied” habitat polygon. The short-term potential impacts to marbled murrelet habitat here can be avoided with timing restrictions, and are outweighed by the long-term habitat improvement the bridge removal provides to the Elochoman River’s aquatic habitat and associated riparian zone. Removal of each bridge will involve two cranes located on either side of the bridge. A crane being necessary on each side of the bridge does not allow for an alternative with no entry into the reclassified marbled murrelet habitat.

Overview

On October 16, 2013 Brett Freeman and I examined the bridges to be removed and the road associated with them. Some removal of young conifer and hardwood trees (see Figure 2) is necessary along the road between the bridges in order to facilitate the crane and other equipment needed to remove the bridges. Impacted trees are primarily red alder with diameters between 8 and 28 inches and some young Douglas-fir and western hemlock with diameters between 5 and 23 inches DBH (Diameter at Breast Height). All but one of the trees in the vicinity of the bridges to be removed are too young and do not have the limb structure necessary to provide nesting opportunities for marbled murrelets. There is one large (42 inch DBH) Douglas- fir (see Figures 3 and 4) right next to the southernmost bridge and it is likely that this tree will need to be cut in order to safely remove the bridge. This tree contains several large, mossy limbs that meet the definition of platform limbs and could provide nesting habitat to marbled murrelets. This tree’s root system is severely undercut by the Elochoman River, and it is only a matter of time until it falls into the river. If this tree needs to be removed for safety and operational reasons, I recommend that it occur completely outside of the marbled murrelet breeding season, which is April 1 through August 31. This eliminates the risk of marbled murrelets being in the tree when it is felled.

In-stream large woody debris is a rare and valuable asset to river systems. Falling this large-diameter Douglas-fir (ideally with its root system still attached) so that it spans the Elochoman River will be an excellent, long term contribution to the river (see Figure 5). Ideally the tree will be felled in a way that will key it into the standing trees on the opposite bank to increase its stability in the river.

Bridge abandonment shall follow the specifications of Hydraulic Project Approval (HPA) 131816-1 (project name: Upper Elochoman River Twin Bridges Demolition).

Conclusion and Recommendation

With careful timing this project poses minor risk to marbled murrelets and their habitat in the vicinity and improves overall protection of fish and wildlife habitat. If the one tree containing potential platforms (Green asterisk on Fig. 1 map) needs to be felled in order to complete bridge removal, I recommend that it occur between the dates of September 1 through March 31, in order to completely avoid the marbled murrelet nesting season. I also recommend falling the tree into the Elochoman River, preferably with its root-wad still attached, so that it provides valuable large woody debris to the river system.

Bridge removal will occur during the summer months in order to comply with the instream work window. This coincides with the marbled murrelet nesting season, therefore the daily peak activity timing restriction shall be followed if work must occur between April 1 and August 31. Between these dates do not operate heavy machinery, saws, or other noise-making equipment from one hour before official sunrise to two hours after, and one hour before and after official sunset.



Figure 2: Red-alder to be removed as part of the bridge demolition.



Figure 3: Canopy with mossy limbs visible in the mature tree next to the southern bridge.

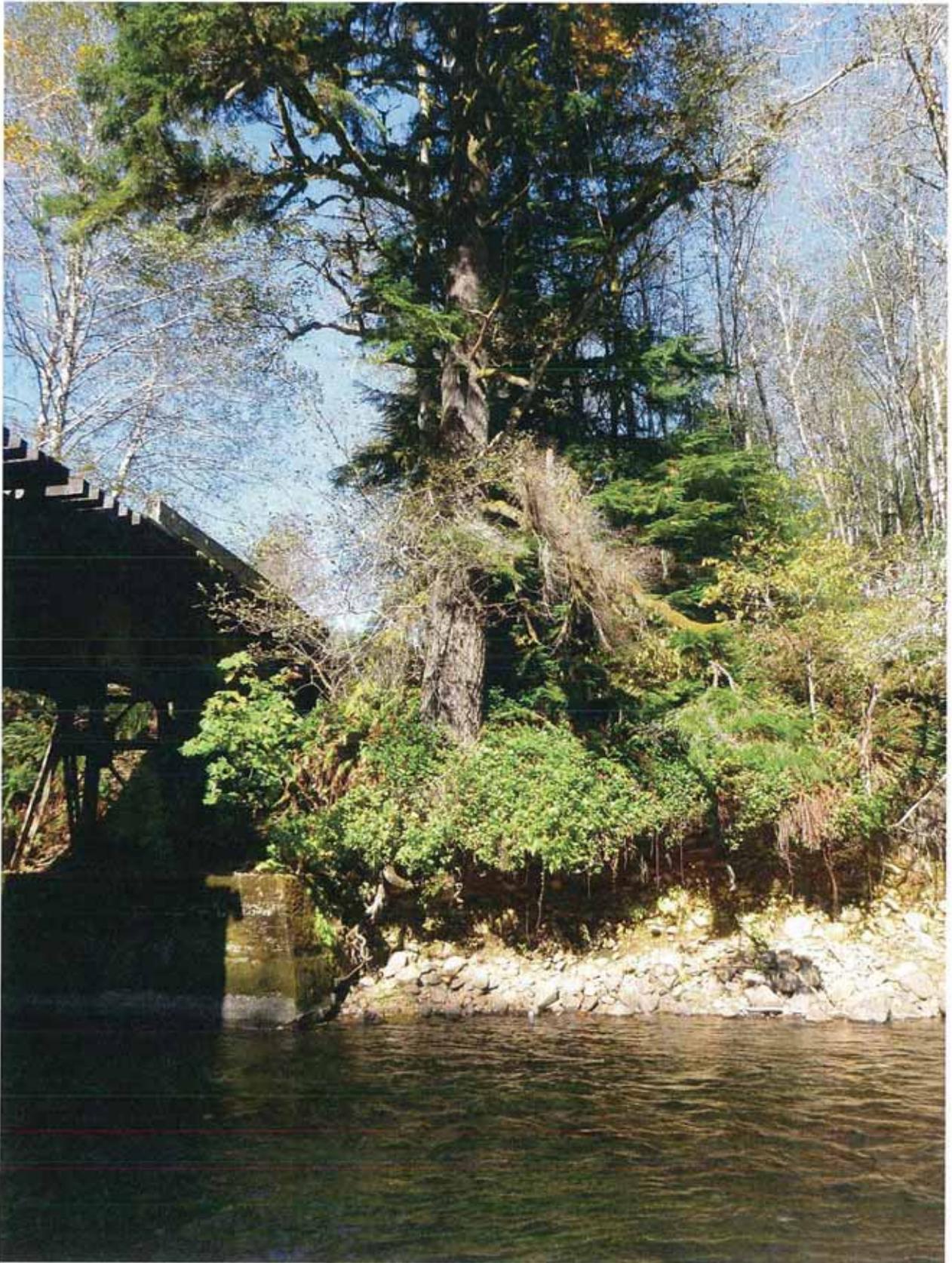


Figure 4: View of the large Douglas-fir tree showing its proximity to the bridge and the tree's undercut root system.



Figure 5: Ideally the felled tree would span the river here and its top would be secured in the vegetation across the river. This view is looking downstream from the southern bridge.

Project Two: E-7010 Road Abandonment project

Lead Engineer: Laura Cummings, Pacific Cascade Region, St. Helens District Engineer

Introduction

St. Helens District is planning approximately 3,860 feet of “light abandonment” of the orphaned E-7010 road, in the vicinity of the Elochoman River. This is an unused road that ties into the E-7000 road that is also scheduled for abandonment. The E-7010 road is located in eastern third of Section 02, Township 09 North, Range 05 West. (Yellow dashed line on Fig. 1 map)

This project is within “reclassified”, “occupied” and “buffer” areas of a Science Team recommended Marbled Murrelet Management Area (MMMA). In addition to eliminating three stream crossings, this road abandonment is an improvement that will help protect the integrity of the marbled murrelet habitat over the long-term. The short-term potential impacts to marbled murrelet habitat can be avoided with careful timing, and are outweighed by the long-term habitat improvement road abandonment provides.

Overview

On December 16, 2013 Laura Cummings and I examined the route of the proposed abandonment project. The E-7010 road begins within a polygon of “reclassified” marbled habitat and bisects a polygon of “occupied” habitat. It briefly extends into the buffer and then remains just within the edge of the occupied polygon to its end. (Please refer to attached map for reference). Approximate distances within each habitat type are:

- 210 feet in reclassified
- 2990 feet in occupied
- 660 feet in buffer

Removal of standing hardwood and conifer trees is necessary along the road right-of-way in order to facilitate abandonment activities (see Figures 6-8). Heavy equipment will need to be able to get to the far end of the project in order to remove old culverts and cross drains. We expect to remove 167 trees with diameters between 12 and 16 inches DBH within the road prism. The majority of these are red alder with a smaller conifer component (see Figure 13). None of the trees along the road currently provide nesting habitat to marbled murrelets. The tree count is as follows:

- 140 red alder
- 25 western hemlock
- 2 Douglas -fir

Project Details

This road abandonment will be completed in conjunction with the abandonment of the E-7000 road and the bridge removal over the Elochoman River. The E-7010 abandonment begins where the two roads connect (E-7000 & E-7010), and heading north, ends just south of a Type 3 stream crossing that has already had its culvert removed (see Figure 14). The remaining portion of the E-7010 road to the north of this crossing is in decommissioned status and does not require further abandonment. (See Fig. 1)

Light road abandonment on the E-7010 road shall consist of the following:

- Construction of non-drivable water-bars at a maximum spacing which will produce a vertical drop of no more than 10 feet between water-bars or between natural drainage paths and with a maximum spacing of 100 feet.
- Removal of 3 live stream crossings (see Figure 10).
- Removal of all cross drain culverts.
- Scattering woody debris onto abandoned road surfaces.
- Blocking access from vehicles with earthen barricades. This uses material from the roadway to construct a large berm plus some woody debris dispersed across the top.

Conclusion and Recommendations

This project poses minor risk to marbled murrelets and their habitat in the vicinity. In the long-term this project improves and protects marbled murrelet habitat as well as other fish and wildlife habitat in the area. No trees with suitable nesting platforms will be removed or damaged by this project. All of the trees along the road right-of-way to be abandoned are 35 years old or less. There are mature trees suitable for nesting murrelets within 300 feet of the road project, but none will be physically impacted by the project (see Figures 9, 11, 12). The primary concern is noise disturbance.

Since the road abandonment bisects both “reclassified” and “occupied” marbled murrelet habitat and is within close proximity to trees with good nesting potential, I highly recommend completing the road abandonment project completely outside of the marbled murrelet nesting season. This may be challenging to coordinate with the timing of the associated Twin Bridges removal and E-7000 road abandonment. The second best option is to delay work until the second half of August, when the majority of marbled murrelet nesting activity is complete. Regardless, the daily peak activity timing restriction shall be followed if work must occur between April 1 and August 31. Between these dates do not operate heavy machinery, saws, or other noise-making equipment from one hour before official sunrise to two hours after, and one hour before and after official sunset.



Figure 6: The beginning of the light abandonment, where the E7010 road joins with the E-7000 road.



Figure 7: Typical red-alder to be removed as part of the road abandonment. Notice other small alder and conifer in the background.



Figure 8: View of small conifer and alder in the road prism.



Figure 9: Mature Douglas-fir just outside of the project area which will be retained.



Figure 10: View of a Type 3 creek crossing that will be removed.

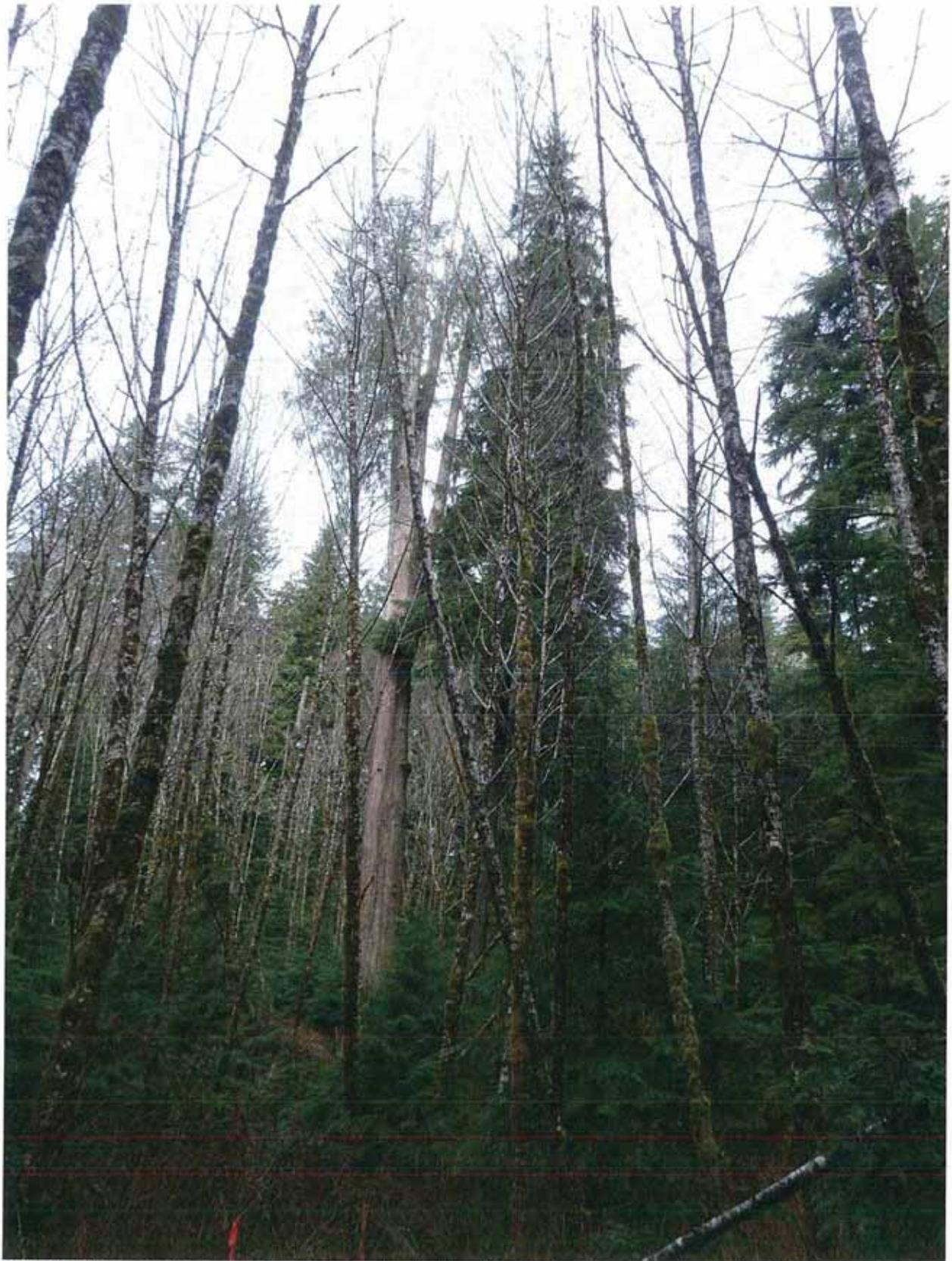


Figure 11: Mature western red-cedar and western hemlock less than 300 feet from the project which will be retained. Because of trees like these, it is recommended that the abandonment occur outside of the marbled murrelet nesting season.

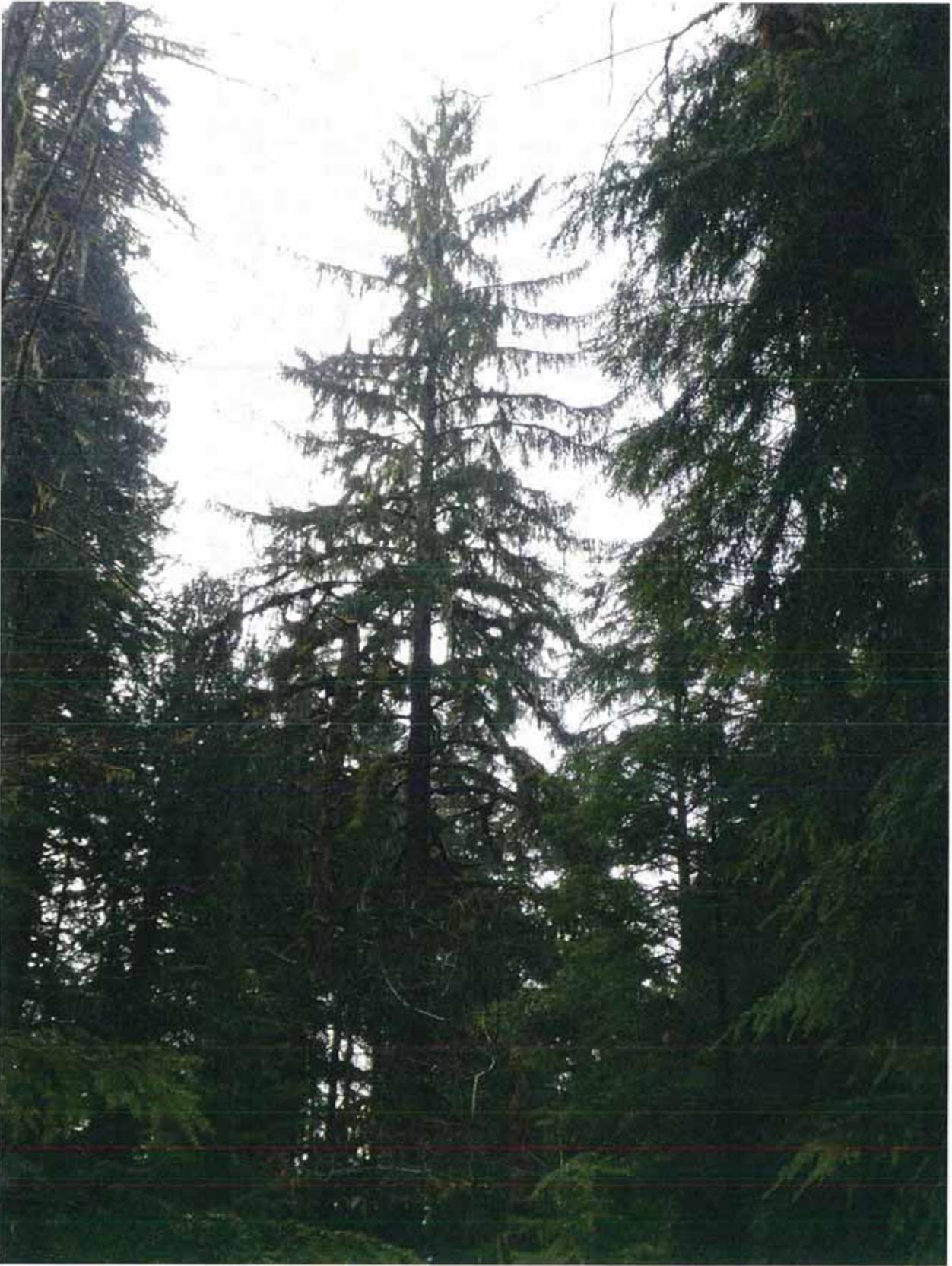


Figure 12: Mossy limbed spruce has marbled murrelet nest site potential and is less than 300 feet from the project which will be retained. The largest mature trees with suitable nesting habitat are more numerous at the northern end of the project.



Figure 13: Row of alder marked with orange paint to be cut.



Figure 14: End of abandonment. Beyond this point the road is considered "decommissioned" and no further abandonment is required.

Project Three: E-7000 Road Abandonment

Lead Engineer: Brett Freeman, Pacific Cascade Region Road Engineer.

Pacific Cascade Region is planning approximately 3090 feet of light abandonment of the E-7000 road, which attaches to the "Twin Bridges" site along the Elochoman River. The project location begins in the Southeast Quarter of Section 02, Township 09 North, Range 05 West and extends eastward into Sections 01 and 12 of the same Township and Range (Green line on Fig. 1 map).

This project is within "reclassified", "buffer", and "thinning only" areas of a Science Team recommended Marbled Murrelet Management Area (MMMA). The short-term potential impacts to marbled murrelet habitat here can be avoided with timing restrictions, and are outweighed by the long-term habitat improvement road abandonment provides.

Overview

On October 16, 2013 Brett Freeman and I examined the route of the proposed abandonment project. The E-7000 road bisects a polygon of "reclassified" marbled habitat and approaches the edge of "occupied" without entering it, and then extends through the buffer zone and into a "thinning only" area. (Please see attached map for reference.) Approximate distances within each habitat type are:

- 1300 feet of reclassified
- 690 feet of buffer
- 1100 feet in thinning only

Some removal of standing conifer and hardwood trees is anticipated along the road right-of-way to facilitate stream crossing abandonment (see Figure 15). This is primarily young conifer between the ages 25 to 35 years old with diameters from 7 inches to 15 inches DBH and also red alder within the same age class as Douglas-fir, but with diameters between 8 to 20 inches DBH. We expect to remove 31 trees with diameters between 7 and 20 inches DBH within the road prism. None of the trees along the road currently provide nesting habitat to marbled murrelets. The tree count is as follows:

- 25 red alder
- 2 western hemlock
- 4 Douglas- fir

This road abandonment will be completed in conjunction with the abandonment of the E-7010 road and the removal of the twin bridges over the Elochoman River. The E-7000 abandonment begins at the bridge removal site, and ends just east of a potentially fish-bearing stream crossing in Section 12. Light road abandonment on the E-7000 road shall consist of the following:

- Construction of non-drivable water-bars at a maximum spacing which will produce a vertical drop of no more than 10 feet between water-bars or between natural drainage paths and with a maximum spacing of 100 feet.
- Removal of 3 live stream crossings.
- Removal of all cross drain culverts.
- Scattering woody debris onto abandoned road surfaces.
- Blocking access from vehicles with earthen barricades. This uses material from the roadway to construct a large berm plus some woody debris dispersed across the top.

- Trees along the road right-of-way that need to be removed may be used for in-stream placement during the water crossing removals in accordance with the Department's Operational Guidance for Riparian Silvicultural Activities.

Conclusion and Recommendation

This project poses minor risk to marbled murrelets and their habitat in the vicinity, and road abandonment improves overall protection of fish and wildlife habitat. All of the trees along the road right-of-way to be abandoned are 35 years old or less. Since portions of the road abandonment is within "reclassified" and closely adjacent to "occupied" marbled murrelet habitat as well as the buffer, it would be ideal if this project occurred completely outside of the marbled murrelet nesting season. However if this conflicts with the timing of the other associated projects, the daily peak activity timing restriction shall be followed if work must occur between April 1 and August 31. Between these dates do not operate heavy machinery, saws, or other noise-making equipment from one hour before official sunrise to two hours after, and one hour before and after official sunset.

The abandonment of this road, in conjunction with the removal of the old bridges crossing the Elochoman River and the abandonment of the associated E-7010 road will eliminate the chronic problem of human intrusion, litter, and stream-bank degradation occurring in this area. I look forward to discussing the details and fine tuning the project timing with the Lower Columbia Land Trust and WDFW.

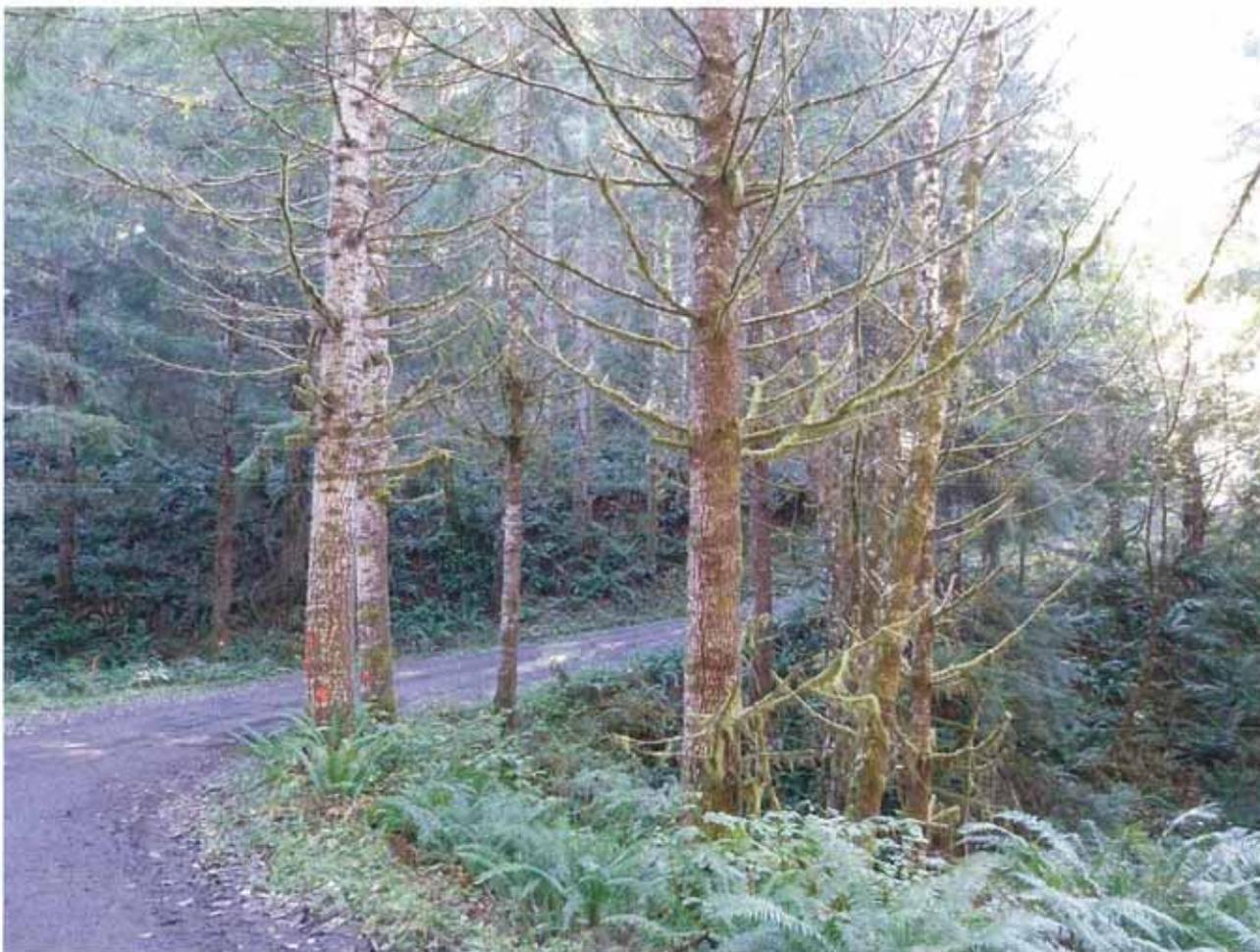


Figure 15: View of typical conifers along the E-7000 road. Trees with orange dots will be removed.

ESTEP, ALLEN (DNR)

From: Ostwald, Mark <mark_ostwald@fws.gov>
Sent: Monday, January 13, 2014 10:11 AM
To: ESTEP, ALLEN (DNR)
Subject: Re: Road Abandonment in MM habitat or occupied site.

Allen, I have looked at this proposals. I don't have any issue with them. Please note that our office has recently extended the murrelet nesting season to go into the middle of September.

I appreciate all the challenges with this type of road work. Where you are in habitat or right next to it, if you must work during the summer, see if you can schedule it for late summer, to avoid more of the murrelet nesting season.

Let me know if you have any questions.

On Fri, Jan 10, 2014 at 12:47 PM, ESTEP, ALLEN (DNR) <ALLEN.ESTEP@dnr.wa.gov> wrote:
Hi Mark, I've got two road maintenance road management and abandonment plan (RMAP) consultations I'm working on with Olympic and PC Regions.

Could you let me know if you can look at these and if they seem to be consistent with our recent similar consultations? Typically, if I agree with these actions, I document them in this format and signify my concurrence. We also include these documents in the HCP annual report.

1. Olympic Region is replacing a fish blockage pipe with a passable structure, felling 3 non-platform trees in science team delineated occupied site. The trees are where the pipe will be placed, so they need to be felled, with timing restrictions.
2. PC Region is abandoning 2 miles of road in occupied site and reclassified habitat, including two large bridge removals, stream crossing and cross drain removals. See first page for good summary. There will be one platform tree felled in reclassified habitat – it's about to fall in the Elochoman River. The rest of the impacts will be younger/smaller trees that have grown up in the road prism will need to be felled to abandon the road with timing restrictions.

I think both of these projects are beneficial to the resource. Obvious benefits to fish species and long term benefits for abandoning a road in an occupied site.

Allen Estep

Assistant Division Manager
HCP & Scientific Consultation Section, Forest Resources Division
Washington State Department of Natural Resources (DNR)
1111 Washington St SE
PO Box 47014
Olympia, WA 98504-7014
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360-280-9948 (cell)
allen.estep@dnr.wa.gov
www.dnr.wa.gov

--
Mark Ostwald
US Fish and Wildlife Service
(360) 753-9564

January 6, 2014

TO: Allen Estep, HCP Implementation Manager

THROUGH: Drew Rosanbalm; State Lands Assistant Manager, Olympic Region

FROM: Scott Horton, Wildlife Biologist, Olympic Region

SUBJECT: Cutting trees for road maintenance within an interim guidance deferral area

Background: The PA-H-2000 road crossing over Tumwater Creek utilizes a culvert that blocks access to upstream fish habitat. DNR must replace this culvert to meet its RMAP's obligations to improve fish passage. In order to accomplish this, several commercially mature, second-growth trees that have grown too close to the road or existing culvert will need to be cut so the work can be accomplished safely. This roadwork and timber harvest is required within an interim guidance deferral area that was delineated by DNR's Science Team in their 2008 report and is within ¼ mile of an occupied site identified during DNR-commissioned surveys in July 2001. Figure 1 maps the area of interest.

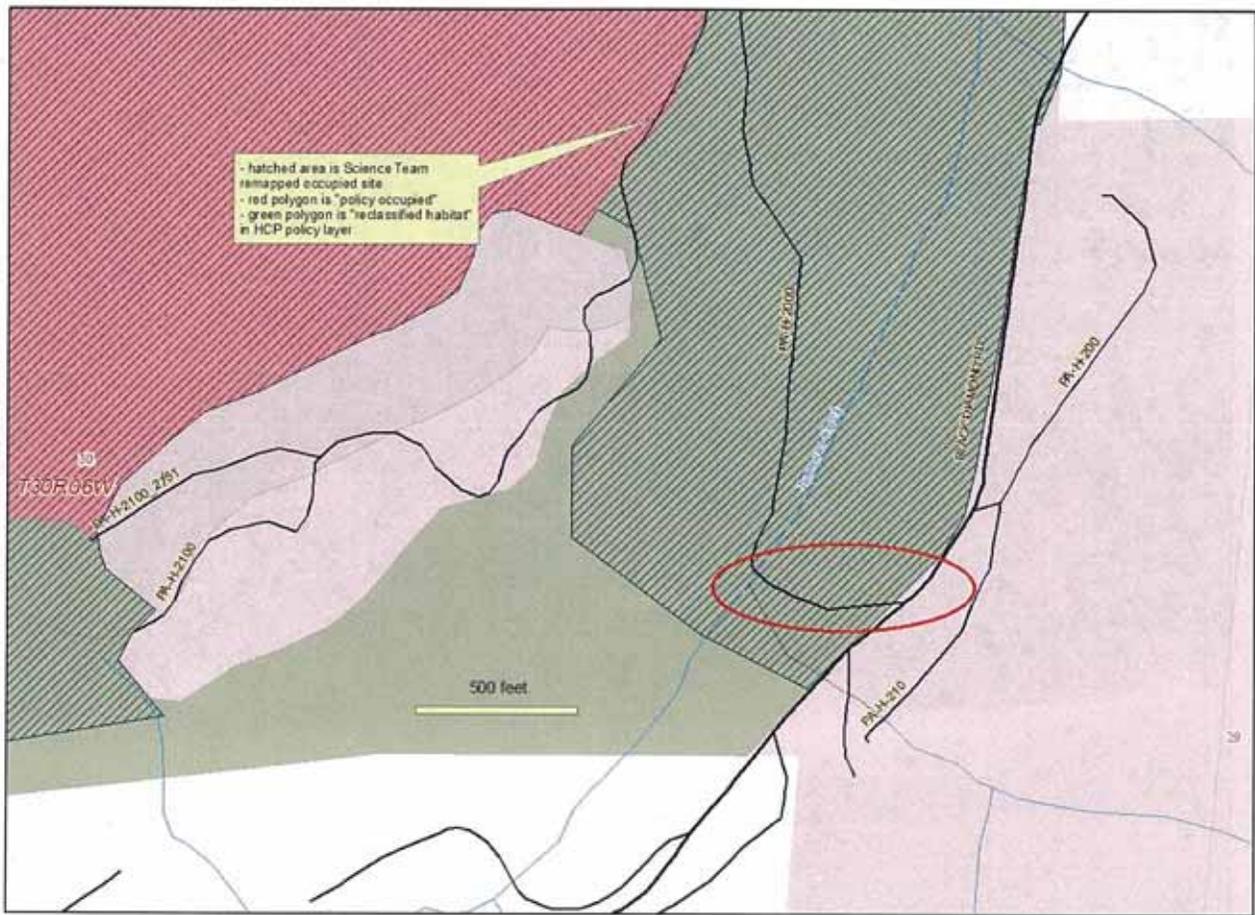


Figure 1. DNR-managed lands (shaded pink), two mappings of the occupied murrelet site, roads, and streams in the Black Diamond clearing proposal. The area of interest is circled in red.

On-site observations: I visited the site on November 1 and December 19, 2013 to assess the proposed clearing relative to its potential to impact the quality of the occupied site. I inspected the area of interest from the intersection of the PA-H-2000 with Black Diamond Road, approximately 380' along the PA-H-2000 to the culvert replacement site. As viewed from the ground and on 2011 aerial photography, the roadside timber as well as nearby portions of the two stands identified in DNR's forest inventory are structurally-simple second-growth Douglas-fir, with red alder and other conifer species intermixed. The stands' general appearance were consistent with their FRIS stand summary data: origin years 1930 and 1939, LIVE_ALL7_QMD 14.7 and 13.9, LIVE_ALL20_TPA 44.6 and 33.8, LIVE_ALL20_QMD 25.1 and 24.2.

I walked through the area of interest searching roadside trees and those surrounding the culvert location for platforms that would typically be tallied in a survey for murrelet habitat characteristics. The roadside forest in the area of interest is simple-structured second-growth in which the dominant and co-dominant trees are mostly between 10" and 20" dbh. Trees larger than 20" dbh that occurred in this area are pictured in the following figures, they all had simple-structured canopies and were without platforms.

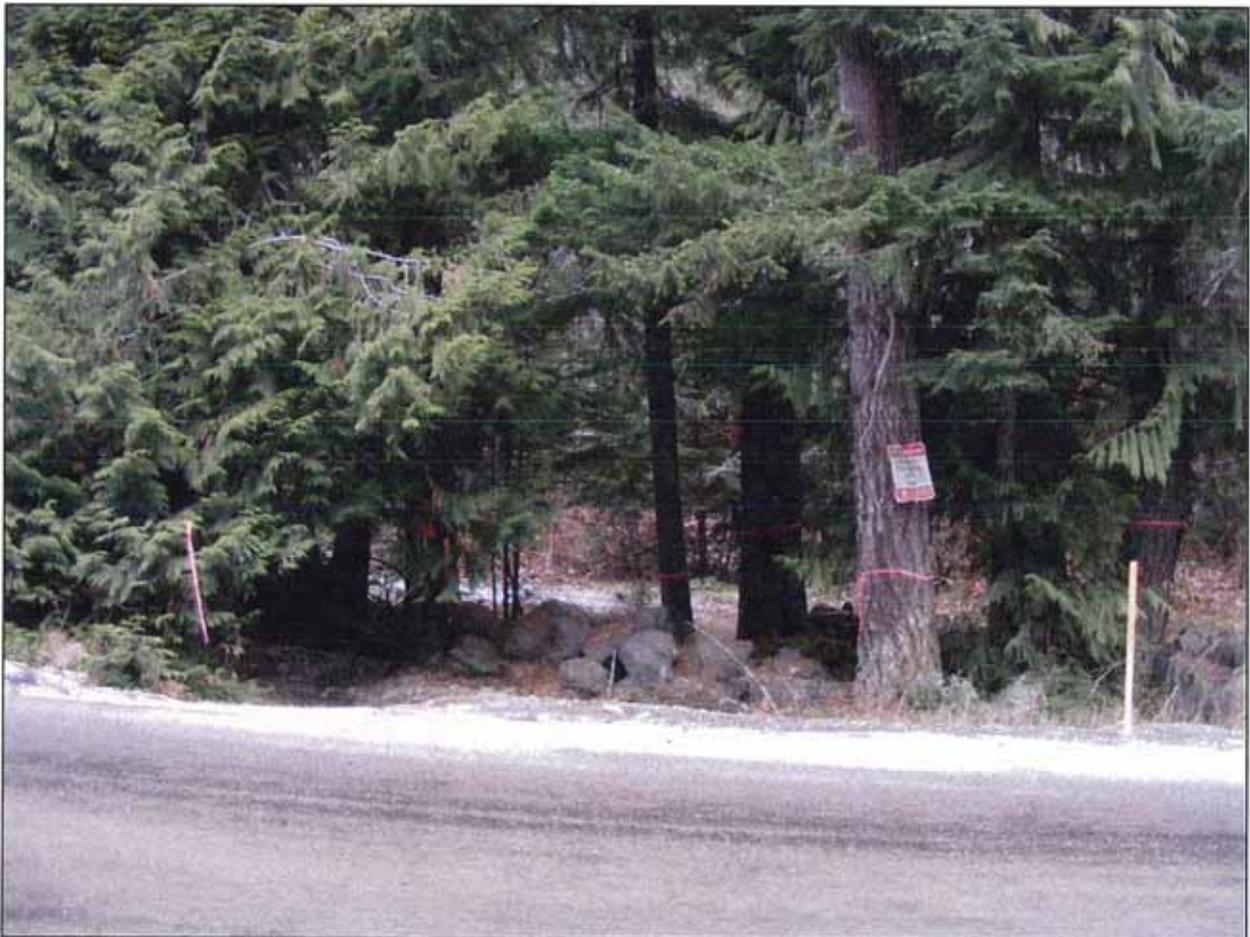


Figure 1. Several larger trees will need to be cut to reconstruct the approach to the PA-H-2000 from Black Diamond Road. Trees marked with ribbon are proposed for removal.



Figure 2. Closer view of trees proposed for removal near the approach to the PA-H-2000 from Black Diamond Road. The large Douglas-fir in the center is approximately 32" dbh.



Figure 3. View into the canopies of the trees pictured in Figures 1 and 2. The simple-structured canopy of the 32" dbh Douglas-fir is at the center of this view.



Figure 4. Looking west along the PA-H-2000 road approaching the culvert location which is just past where the road curves out of sight. Note the relatively small stature of most trees, the bigleaf maples at the right, and the simple structure of the larger conifers in this view. No large conifers need to be removed here.



Figure 5. Tumwater Creek flows from right to left in this view of the culvert location, looking east along the road. Several of the larger trees at the center of the view are cottonwoods. They are on the right bank of the stream while the western redcedar at the right is on the left bank.



Figure 6. View into the canopies of the trees shown in Figure 3. Note the simple structure of the Douglas-fir and hardwood canopies at center.



Figure 7. View into the crown of the larger western redcedar at the right in Figures 3 and 4. Note the small limbs and simple canopy structure in this larger diameter, second-growth tree.

Conclusions and management recommendations: The forest in the proposal area within this interim guidance deferral area does not have platforms or complex canopy structure, however it is part of the area's forested context. The proposal will not impact the amount or quality of nesting structure at this area because no trees with platforms are proposed for harvest, nor are any trees with platforms near enough to the proposal area to be directly influenced by the limited tree cutting. The few trees to be cut with this proposed culvert replacement will have almost no effect on the existing small, narrow canopy gaps along the road in the area of interest and will not alter the overall forested nature of the site. I conclude the proposal will have no significant effect on the quality of this occupied site.

I recommend the proposed timber harvest and road construction within ¼-mile of the occupied site should occur outside the Daily Peak Activity Period, if conducted during the marbled murrelet critical nesting season.

If you concur that this proposal is consistent with HCP Conservation Strategies and other Department Procedures and that Olympic Region may proceed, please sign below.


Allen Estep, HCP Implementation Manager

1-13-2014
Date

ESTEP, ALLEN (DNR)

From: Ostwald, Mark <mark_ostwald@fws.gov>
Sent: Monday, January 13, 2014 10:11 AM
To: ESTEP, ALLEN (DNR)
Subject: Re: Road Abandonment in MM habitat or occupied site.

Allen, I have looked at this proposals. I don't have any issue with them. Please note that our office has recently extended the murrelet nesting season to go into the middle of September.

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2. PC Region is abandoning 2 miles of road in occupied site and reclassified habitat, including two large bridge removals, stream crossing and cross drain removals. See first page for good summary. There will be one platform tree felled in reclassified habitat – it's about to fall in the Elochoman River. The rest of the impacts will be younger/smaller trees that have grown up in the road prism will need to be felled to abandon the road with timing restrictions.

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Allen Estep

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--
Mark Ostwald
US Fish and Wildlife Service
(360) 753-9564

From: [Jacobsen, Nicole \(DNR\)](#)
To: [SAYERS, LISLIE \(DNR\)](#)
Subject: FW: Singletary consultation (road in next best NRF)
Date: Friday, March 21, 2014 2:48:19 PM
Attachments: [Signed_Singletary_UPDATE_013014.pdf](#)
Importance: High

RE: your previous email –

Yes, that one was distributed and promptly followed up with this email and attached revised memo.

From: Jacobsen, Nicole (DNR)
Sent: Thursday, January 30, 2014 1:13 PM
To: Schmal, Justin (DNR); BERGVALL, LAURIE (DNR); ESTEP, ALLEN (DNR)
Cc: Bailey, Brian (DNR); MCGUIRE, AL (DNR); EGTVEDT, LISA (DNR); KLEPL, THERESA (DNR); MESMAN, ANNETTE ((DNR); SAYERS, LISLIE (DNR)
Subject: RE: Singletary consultation (road in next best NRF)
Importance: High

Hello all

We here in the HCP division (namely Allen and I) apologize but we need to rescind the previous Singletary consultation memo and replace it with the attached. This was my mistake – as I didn't catch that we were calling this "next best" habitat when "next best" actually refers to NON-HABITAT stands.

Also, I talked with Justin this morning and he mentioned rock pits associated with the road construction. Language referring to these rock pits has been inserted in the updated memo. Justin has updated the map with the corrected language (noting "next best" stands) and location of rock pits and Allen has signed the updated memo.

This updated version of the memo should be the one included in the timber sale packet. Let me know if you have any questions.

Nicole Jacobsen

Manager, HCP Scientific Consulting and Data Management
Washington State Department of Natural Resources (DNR)
360-902-1788
nicole.jacobsen@dnr.wa.gov
www.dnr.wa.gov

From: Schmal, Justin (DNR)
Sent: Monday, January 27, 2014 5:28 PM
To: BERGVALL, LAURIE (DNR); Jacobsen, Nicole (DNR); ESTEP, ALLEN (DNR)
Cc: Bailey, Brian (DNR); MCGUIRE, AL (DNR); EGTVEDT, LISA (DNR); KLEPL, THERESA (DNR); MESMAN, ANNETTE ((DNR)
Subject: RE: Singletary consultation (road in next best NRF)

Hello Nicole,

Here is a new map with the correct labels in regards to starting/ending road work within "next best" habitat.

Please let me know if you would like to see other changes to the map.

Thank you,

Justin Schmal
Boulder Unit Forester
Cascade District
Northwest Region
Washington State Department of Natural Resources (DNR)
Cell: 360-770-4436
justin.schmal@dnr.wa.gov
www.dnr.wa.gov

From: BERGVALL, LAURIE (DNR)
Sent: Monday, January 27, 2014 1:44 PM
To: Jacobsen, Nicole (DNR); ESTEP, ALLEN (DNR)
Cc: Bailey, Brian (DNR); Schmal, Justin (DNR); MCGUIRE, AL (DNR); EGTVEDT, LISA (DNR); KLEPL, THERESA (DNR); MESMAN, ANNETTE ((DNR); BERGVALL, LAURIE (DNR)
Subject: FW: Singletary consultation (road in next best NRF)
Importance: High

Hi Nicole

Please see the attached consultation memo for Singletary. Please note there is a clarification to be made about the map. It should actually say that the start and end of road work is the start & end ***within "next best" habitat, NOT within the SOMU.*** There is additional road work proposed outside of "next best", but still within the SOMU. Please let us know if you have any questions. Thank you.

Laurie

Laurie Bergvall
State Lands Assistant Region Manager
Northwest Region
Washington State Department of Natural Resources (DNR)
360-854-2847
Laurie.Bergvall@dnr.wa.gov
www.dnr.wa.gov

From: EGTVEDT, LISA (DNR)
Sent: Monday, January 27, 2014 1:15 PM
To: BERGVALL, LAURIE (DNR)
Cc: MCGUIRE, AL (DNR); Schmal, Justin (DNR); Bailey, Brian (DNR)
Subject: Singletary consultation (road in next best NRF)
Importance: High

Hi there, Laurie,

I hope that AI has had a chance to talk to you about this issue. I have been poised to send this memo (which Justin composed & I edited) to Nicole Jacobsen, the HCP region consultant in Forest Resources Division (Allen Estep's former position) ASAP. She requested that it be sent to her for her review, and said that she would then pass it along to Allen for his signature. When I took a look at the example memo that she sent, it showed the memo coming from the region SLA, so I figured that we might want to follow the same process. Therefore, I am sending it to you for your review and action.

Please either send it on to Nicole, cc'ing me & Justin (at the least), or reply with any questions, comments, suggested edits, so that they can be addressed, and the memo can be sent as soon as possible. I am assuming that AI has already conveyed the time-critical nature of this issue.

If you decide to send it, could you please note in the email message that there is a clarification to be made about the map? It should actually say that the start and end of road work is the start & end ***within "next best" habitat, NOT within the SOMU***. There is additional road work proposed outside of "next best", but still within the SOMU.

Thanks,

Lisa Egtvedt
Fish and Wildlife Biologist
Northwest Region
Washington Department of Natural Resources (DNR)
360-333-5769
lisa.egtvedt@dnr.wa.gov
www.dnr.wa.gov

January 27, 2014

TO: Allen Estep, HCP Implementation Manager

FROM: Laurie Bergvall, Northwest Region State Lands Assistant

SUBJECT: Request for road construction and reconstruction through northern spotted owl "next best" habitat

Northwest Region has a planned timber sale (SINGLETARY) located in the Wallace River Spotted Owl Management Unit (SOMU). SINGLETARY is a three-unit variable retention harvest for Forest Board Transfer (01) trusts within Snohomish County. We are proposing road construction and reconstruction (~5.9 acres) within northern spotted owl "next best" habitat (see attached map). Although none of the harvest units of the proposed Singletary timber sale are associated with the management of the "next best" stand, the significant amount of mainline being built with this proposed sale will permit access for the future management of "next best" habitat immediately adjacent to the mainline, as well as in the vicinity of this new mainline.

Alternatives were considered to access the sale units via different routes:

1. Accessing the sale from the north, west, and south was not determined to be feasible given that state land is bordered by Wallace Falls State Park to the north and west, and by a large number of small private landowners to the south. The Wallace River and topography in the area would also make the approaches from these directions difficult. Access via these directions would also not eliminate the future need to build road through the "next best" habitat.
2. The other alternative would be to place the mainline in a different location that would minimize the length of road through the "next best" habitat; however, three key stream crossings requiring bridges over higher order streams (including channel migration zones) made the current location preferable from a resource protection perspective, as well as the only economically feasible route. Additionally, the location of the mainline as proposed follows old road grade throughout the length of the "next best" habitat, except for approximately 500 feet. Pioneering new road (i.e. 70' right-of-way width) in another location would increase the amount of acreage of timber cut from the "next best" habitat over what is currently proposed following the existing road grades.

The preferred option of locating the new mainline on the old road grade as is currently depicted on the map provides for future management of the adjacent northern spotted owl "next best" habitat, as well as a greater amount of resource protection. Several forest management units (FMUs) along this proposed mainline are scheduled to be sold in the next five fiscal years. The currently proposed mainline location reduces the amount of habitat disturbed since the current route follows an existing road grade. An exact number of trees to be removed is not known; the

acreage of "next best" habitat being cut for the proposed road construction and reconstruction is primarily associated with the widening of the road right-of-way along the existing road grade in order to meet current road grubbing and clearing limits, as well as to facilitate safety along the mainline.

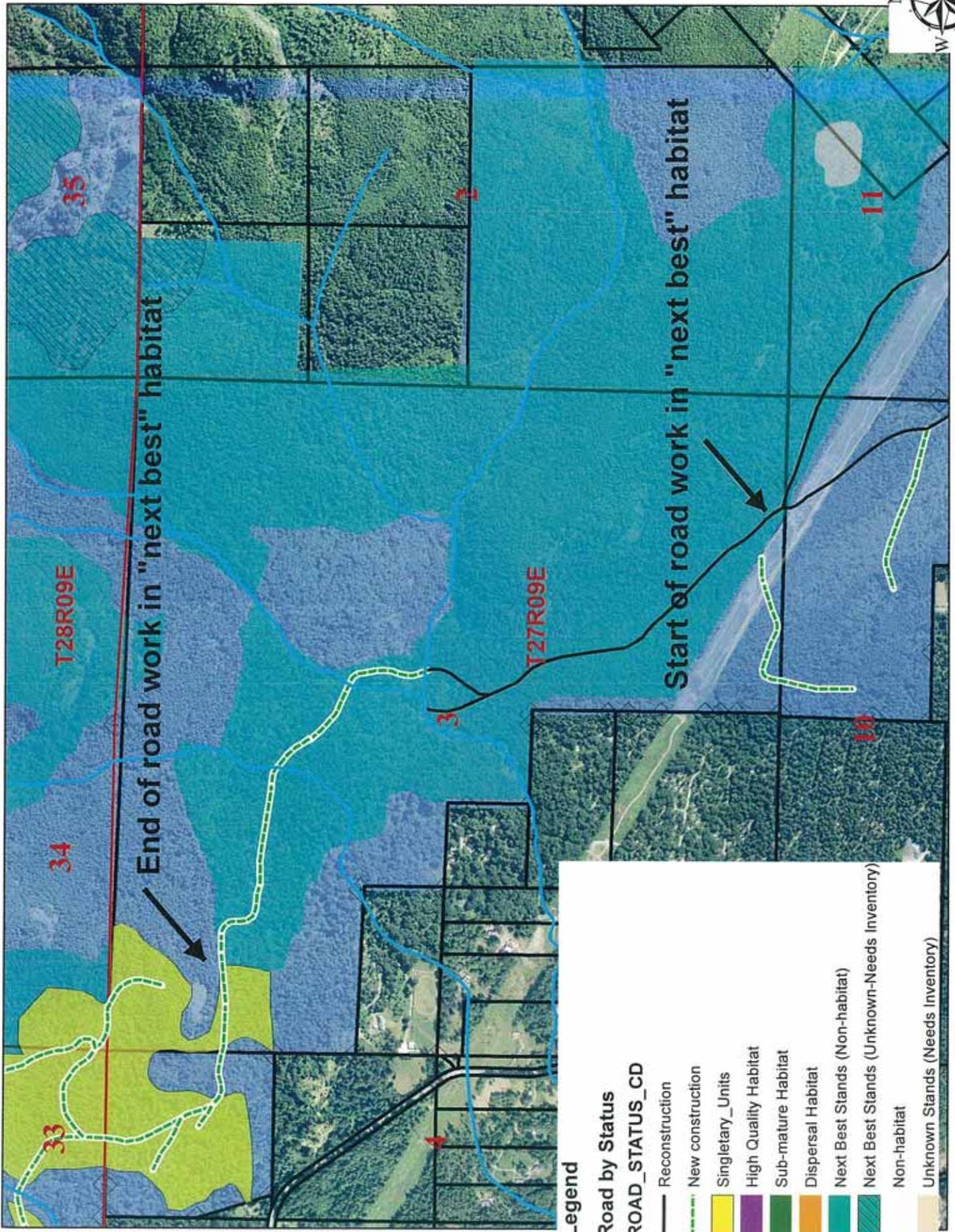
Please feel free to contact me via phone or email if you have any further questions. Thank you for your time and thoughtful consideration of our proposal. Please indicate your concurrence with this proposal by signing below.

A handwritten signature in blue ink, appearing to read "Allen Estep", is written over a horizontal line.

Allen Estep, HCP Implementation Manager

A handwritten date "1-28-2014" in blue ink is written over a horizontal line.

Date



Legend

Road by Status

ROAD_STATUS_CD

- Reconstruction
- - - New construction
- Yellow Singletary_Units
- Purple High Quality Habitat
- Green Sub-mature Habitat
- Orange Dispersal Habitat
- Light Blue Next Best Stands (Non-habitat)
- Dark Blue Next Best Stands (Unknown-Needs Inventory)
- Non-habitat
- Light Yellow Unknown Stands (Needs Inventory)

1,000

-Draft-

January 30, 2014

TO: Allen Estep, HCP Implementation Manager

FROM: Laurie Bergvall, Northwest Region State Lands Assistant

SUBJECT: Request for road construction and reconstruction through a northern spotted owl "next best" stand

This Memorandum replaces the one dated January 27, 2014, which was rescinded for editorial changes and to reflect the potential for rock pits associated with road construction. Editorial changes reflect that the "next best" designation is non-habitat and is therefore referred to as "next best" stands.

Northwest Region has a planned timber sale (SINGLETARY) located in the Wallace River Spotted Owl Management Unit (SOMU). SINGLETARY is a three-unit variable retention harvest for Forest Board Transfer (01) trusts within Snohomish County. We are proposing road construction and reconstruction (~5.9 acres) within a northern spotted owl "next best" stand (see attached map). Additionally, there is a potential for clearing of up to 0.4 acres for rock pits associated with road construction and adjacent to the existing road (see attached map). Although none of the harvest units of the proposed Singletary timber sale are associated with the management of the "next best" stand, the significant amount of mainline being built with this proposed sale will permit access for the future management of "next best" stand immediately adjacent to the mainline, as well as in the vicinity of this new mainline.

Alternatives were considered to access the sale units via different routes:

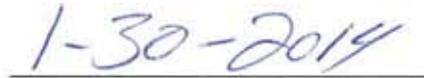
1. Accessing the sale from the north, west, and south was not determined to be feasible given that state land is bordered by Wallace Falls State Park to the north and west, and by a large number of small private landowners to the south. The Wallace River and topography in the area would also make the approaches from these directions difficult. Access via these directions would also not eliminate the future need to build road through the "next best" stand.
2. The other alternative would be to place the mainline in a different location that would minimize the length of road through the "next best" habitat; however, three key stream crossings requiring bridges over higher order streams (including channel migration zones) made the current location preferable from a resource protection perspective, as well as the only economically feasible route. Additionally, the location of the mainline as proposed follows old road grade throughout the length of the "next best" stand, except for approximately 500 feet. Pioneering new road (i.e. 70' right-of-way width) in another location would increase the amount of acreage of timber cut from the "next best" stand over what is currently proposed following the existing road grades.

The preferred option of locating the new mainline on the old road grade as is currently depicted on the map provides for future management of the adjacent northern spotted owl "next best" stand, as well as a greater amount of resource protection. Several forest management units (FMUs) along this proposed mainline are scheduled to be sold in the next five fiscal years. The currently proposed mainline location reduces the amount of habitat disturbed since the current route follows an existing road grade. An exact number of trees to be removed is not known; the acreage of "next best" stand being cut for the proposed road construction and reconstruction is primarily associated with the widening of the road right-of-way along the existing road grade in order to meet current road grubbing and clearing limits, as well as to facilitate safety along the mainline and potentially locate rock pits.

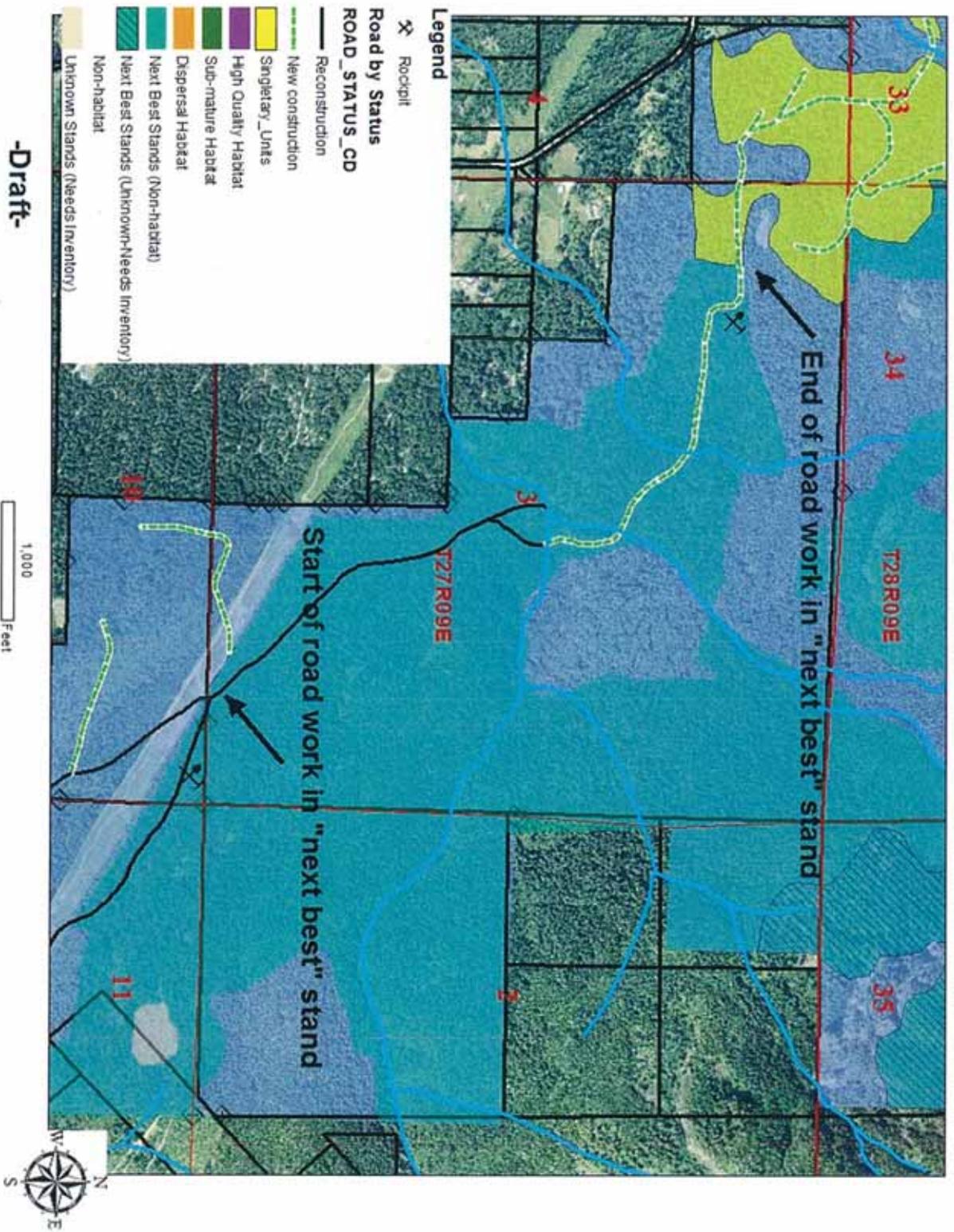
Please feel free to contact me via phone or email if you have any further questions. Thank you for your time and thoughtful consideration of our proposal. Please indicate your concurrence with this proposal by signing below.



Allen Estep, HCP Implementation Manager



Date



-Draft-

WASHINGTON STATE
DEPARTMENT OF NATURAL RESOURCES
Pacific Cascade Region
P.O. Box 280, Castle Rock, WA 98611

February 10, 2014

TO: Allen Estep, Assistant Division Manager, Forest Resources Division

THROUGH: Mary McDonald, State Lands Assistant, Pacific Cascade Region

FROM: Danielle Munzing, Fish and Wildlife Biologist, Pacific Cascade Region

RE: Biologist's Note: Brightwood Timber Sale Unit 5

The Brightwood Timber Sale is located in a Northern Spotted Owl (NSO) Nesting, Roosting, and Foraging (NRF) management area in the Columbia Planning Unit of Pacific Cascade Region. Unit 5 of the sale is a Variable Retention Harvest located in non-habitat T3N, R7E, SE ¼ S9 & NE ¼ S16 (see attached map). The unit is adjacent to sub-mature habitat in the Rock Creek SOMU, which is currently at 24% towards meeting the habitat threshold.

On January 27th, I visited the active sale with Jon Olson to look at trees that need to be used as guy line anchors to facilitate harvest of the non-habitat. The trees are located in adjacent NSO sub-mature habitat and are likely to be felled as a result of guy line attachment. Because of the tight landing areas and steepness of the unit, there are limited yarder landings available that will meet Labor and Industry safety standards. In order for the loggers to safely yard Unit 5, the guy line anchors must be located in the adjacent NSO sub-mature habitat.

The adjacent sub-mature stand is dominated by fairly uniform, second growth, Douglas-fir (see attached photo) and according to FRIS is around 60 years of age. The stand is rich with large, old snags and well decayed downed wood, however large structurally unique trees and intermediated canopies are lacking. The trees selected for guy lines are all between 18 and 22 inches DBH, which is similar to the tree size throughout the stand. In my assessment, if any of the trees are felled during the course of the harvest activities as a result of using guy lines, the habitat would not be degraded below HCP definitions. I requested that the trees be located away from snags and that in the case where they are felled, the trees remain onsite to add to the downed wood component.

My recommendations for the operator while selecting guy line trees adjacent to Unit 5:

- Select trees that can be used a safe distance from snags
- Tie off guy line trees where possible to avoid felling, only if safe
- Avoid cutting trees adjacent to existing canopy openings
- Avoid driving machinery into the sub-mature stand

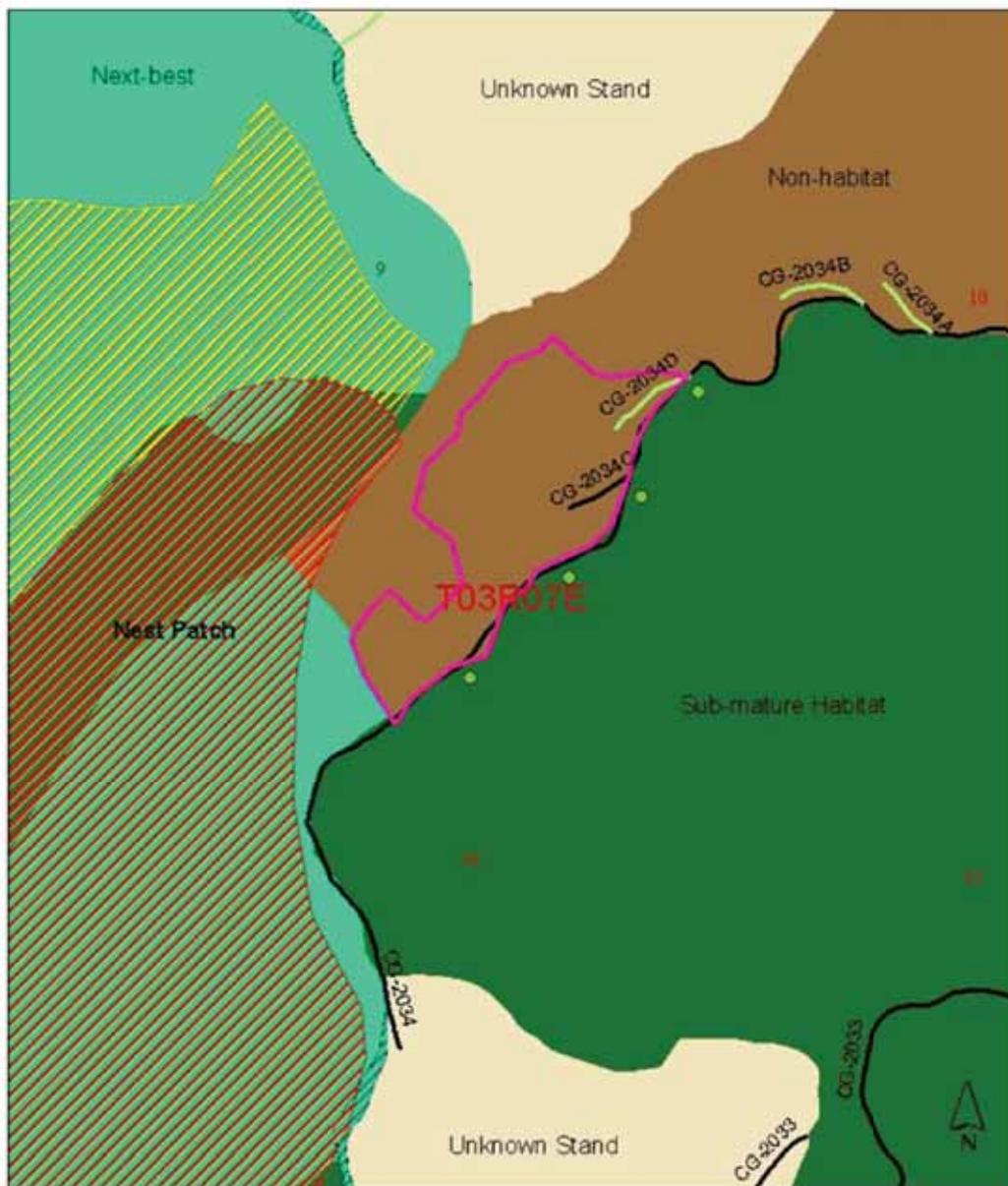
Please contact me if you have any questions or need any additional information. If you concur with this request, please sign below.


Allen Estep

Assistant Division Manager, Forest Resources Division


Date

Brightwood Guy Line Locations



- Guy line tree locations
- Brightwood Unit 5
- Roads



Photo taken in the sub-mature stand adjacent to Brightwood Timber Sale Unit 5 shows fairly uniform, second growth, Douglas-Fir, snags and down woody debris.

February 26, 2014

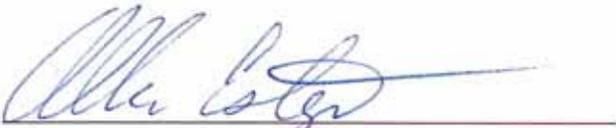
To: Allen Estep; Assistant Division Manager, FRD
Through: Mary McDonald; Assistant Region Manager, PC Region
From: Noelle Nordstrom; Pacific Cascade Region Biologist
Subject: Lower Chehalis State Forest L-5000 road abandonment project related to marbled murrelet habitat

Pacific Cascade Region's Black Hills District has a proposed Road Maintenance and Abandonment Plan (RMAP) project in the Lower Chehalis State Forest, in Section 30 of Township 17 North, Range 05 West. This road abandonment project is approximately 50+70 stations and is part of the Black Hills District Road Maintenance and Abandonment Plan (RMAP No. 2502172), to be completed by 2015. Abandonment of these roads will prevent sedimentation and remove fish blockages. The proposed project is in the South Coast Planning Unit and is within a Science Team recommended Marbled Murrelet Management Area (MMMA). The proposal is within 0.5 mile of an occupied site polygon. As part of the planning process, I assessed potential impacts to marbled murrelet habitat to ensure the proposed management activities do not degrade existing habitat, and that the project maintains or shortens the trajectory towards better habitat for the species.

On October 11, 2013 Scott Hanna and I walked the road segments of the proposed abandonment project, which consists of four short road segments that connect to the L-5000 road, refer to attached photo and map. The L-5810 is a segment off the L-5800 road, and both are entirely within the MMMA and approximately 0.34 mile from the occupied polygon. A portion of L-5850 road is within the MMMA. This road is approximately 0.2 mile from the occupied polygon. The L-5090 segment road is completely outside of the MMMA and is 0.8 mile from the occupied polygon. There will be one fish barrier removal (L-5850) and four other stream crossings removed. The total abandonment project involves 5,070 feet of road. For additional information refer to the Project Details section. All of the roads to be abandoned are within stands of young Douglas fir with diameters of 18 inches or less. Approximately 25 to 30 trees will be felled. These trees will either be incorporated into the stream channels for woody recruitment or placed along the roadway for vehicle blockage.

I recommend observing the daily peak activity timing restriction for the L-5850 road only, due to its proximity to the "occupied" habitat polygon. This work will provide high-value resource protection over the long term to both aquatic and upland forest habitats. The short-term risk to marbled murrelet habitat during the road abandonment is offset by the long-term benefits of removing the road from riparian areas, removing a fish passage barrier, and reducing the amount of road miles in and marbled murrelet habitat.

If you concur with this proposed activity, please sign below.



Allen Estep; Assistant Division Manager, FRD



Date

CC: Scott Hanna, Pacific Cascade Region Engineer
Scott Sargent, Black Hills District Manager

Project Details

Lead Engineer: Scott Hanna, Black Hills District Engineer

The abandonment of the L-5850, L-5800, L-5810, and L-5090 shall consist of the following:

- L-5850 will abandon 19+76 stations of road
 - Removal of one Type 3 stream crossing will be removed at station 7+60
 - Restore fish passage to approximately 500 feet of stream habitat
 - One Type 5 stream crossing will be removed at 14+57
- L-5800 will abandon 20+99 stations of road
 - Removal of two stream crossings (type 4 located at station 7+57 and type 5 at station 9+81; also on attached map).
- L-5810 will abandon 5+11 stations of road
- L-5090 will abandon 4+84 stations of road
 - One type 4 stream crossing will be removed at 0+81 station

All light abandonment will consist of:

- Construction of non-drivable water-bars at a maximum spacing which will produce a vertical drop of no more than 10 feet between water-bars or between natural drainage paths and with a maximum spacing of 100 feet.
- Removal of all cross drain culverts.
- Scattering woody debris onto abandoned road surfaces.
- Blocking access from highway vehicles with earthen barricades. This consists of using material from the roadway to construct a large berm plus some woody debris dispersed across the top.

Approximately 25-30 conifer and hardwood trees will be removed to facilitate abandonment activities. The conifer is primarily Douglas-fir between 25- 35 years old with diameters from 8 - 18 inches DBH (diameter at breast height). The hardwood is primarily red alder within the same age category, but with diameters between 3 - 8 inches DBH. Some of these trees will be used for in-stream placement during the water crossing removals in accordance with the Department's *Operational Guidance for Riparian Silvicultural Activities*.

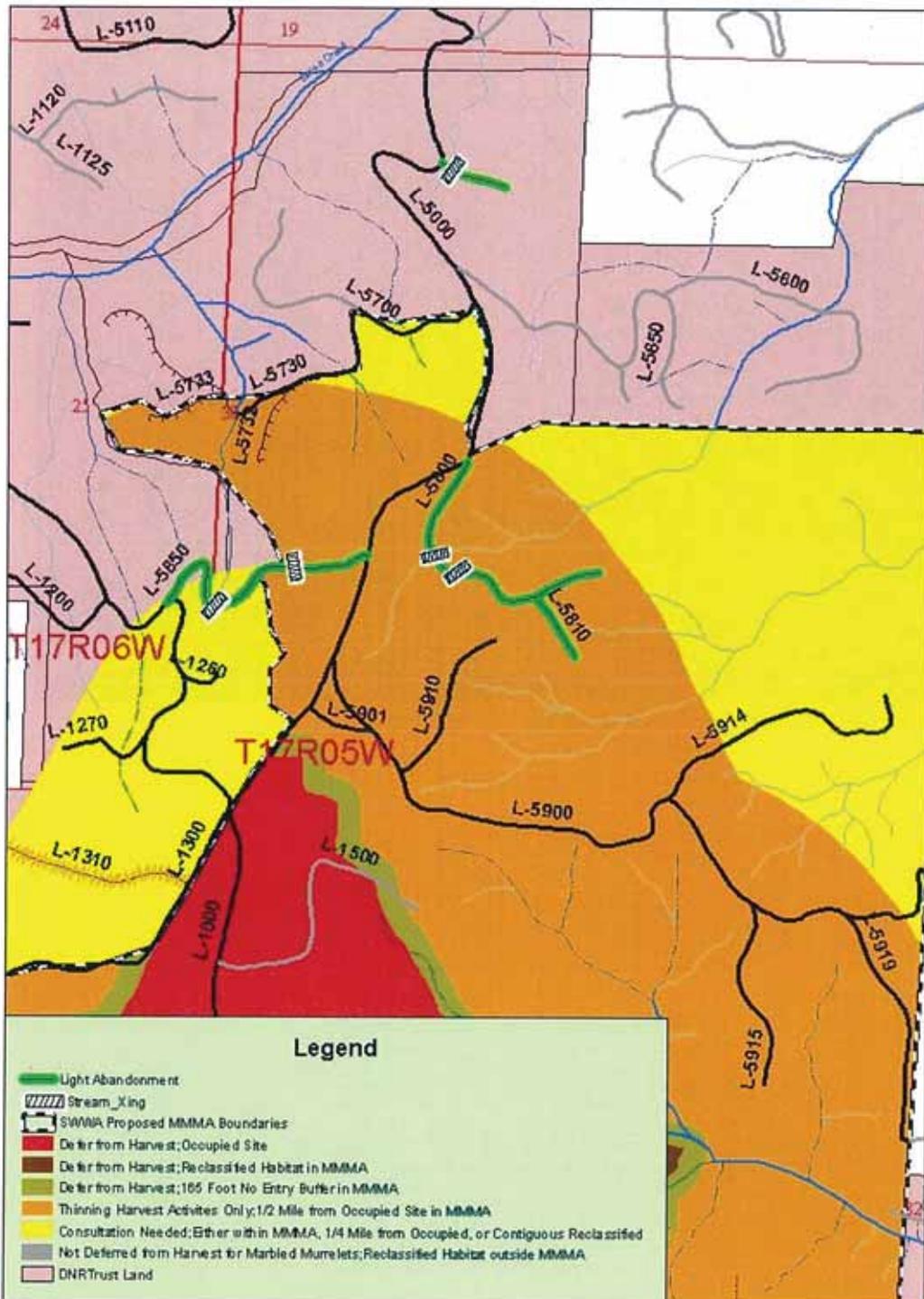
Conclusion and Recommendation

This project poses negligible risk to marbled murrelets or their habitat in the vicinity, and road abandonment improves overall protection of fish and wildlife habitat. All of the trees in the vicinity of the abandonment locations are 35 years old or less and do not currently provide any nesting habitat to marbled murrelets. The project at its closest point is 0.2 mile from occupied marbled murrelet habitat. I recommend observing the daily peak activity timing restriction for the L-5850 road only, due to its proximity to the occupied marbled murrelet polygon. The other road locations are far enough away from the occupied habitat to not pose a significant noise disturbance risk. The daily peak activity timing restriction should be observed from April 1 through August 31. Between these dates do not operate heavy machinery, saws, or other noise-making equipment from one hour before official sunrise to two hours after, and one hour before and after official sunset.



Figure 1: View of typical forest characteristics along roads to be abandoned.

Lower Chehalis Road Abandonment Map, Grays Harbor County
 Section 30, Township 17 North, Range 05 West, W.M.
 Section 25, Township 17 North, Range 06 West, W.M.



0 337.5675 1,350 2,025 2,700 Feet
 02/25/2014 nnor490

February 27, 2014

TO: Allen Estep, Assistant Division Manager, Forest Resources Division

THROUGH: Mary McDonald, State Lands Assistant, Pacific Cascade Region

FROM: Danielle Munzing, Fish and Wildlife Biologist, Pacific Cascade Region

RE: Biologist's Note: Carson Creek Road Maintenance and Abandonment Plan (RMAP) Bridge Install

This memo is regarding an RMAP project on the CG-2200 road, which can be found in the easternmost township of Yacolt District, Pacific Cascade (PC) Region T3N, R7E5, S 13 and T3N, R8E, S 18 (Map 1). The project area (Map 2) is within the Rock Creek Spotted Owl Management Unit, which is currently at 24% towards meeting the habitat threshold in Nesting, Roosting, and Foraging (NRF) managed lands. The RMAP project intersects sub-mature habitat and a next-best stand in NRF.

The RMAP project requires installing a 40 foot bridge across Carson Creek, a Type 3 fish bearing stream, ensuring fish passage. In order to install the bridge using a crane, approximately 12 trees will need to be removed, 11 of which are red alder ranging in size between 10 and 18 inches DBH (Photo 1). Eight of the alder are in the next best stand and three are in the sub-mature habitat. One of the trees that will need to be removed is a 22 inch DBH Douglas-fir tree that has undermined roots and is severely pistol butted, giving it a high likelihood of falling in the near future. There is concern that the Douglas-fir should be removed in order to avoid damage to the bridge. The project site is just outside the 0.7 mile timing restriction area of the Carson Ridge nest site # 647.

Based on my assessment, the removal of the 12 trees will not have a detrimental affect on the sub-mature habitat or the next-best stand. The dominant trees within the project area will retain the greater than 30% conifer component required to meet sub-mature habitat. In addition, the project will not reduce the trees per acre or number of large trees, such that it would no longer be habitat, nor will it increase the amount of time it takes the next-best stand to reach habitat. No snags or down woody debris (DWD) will be removed. The 12 trees being felled for this project will be left onsite as DWD, which will enhance both sub-mature habitat and the next best stand.

Please contact me if you have any questions or need any additional information. If you concur with this request, please sign below.

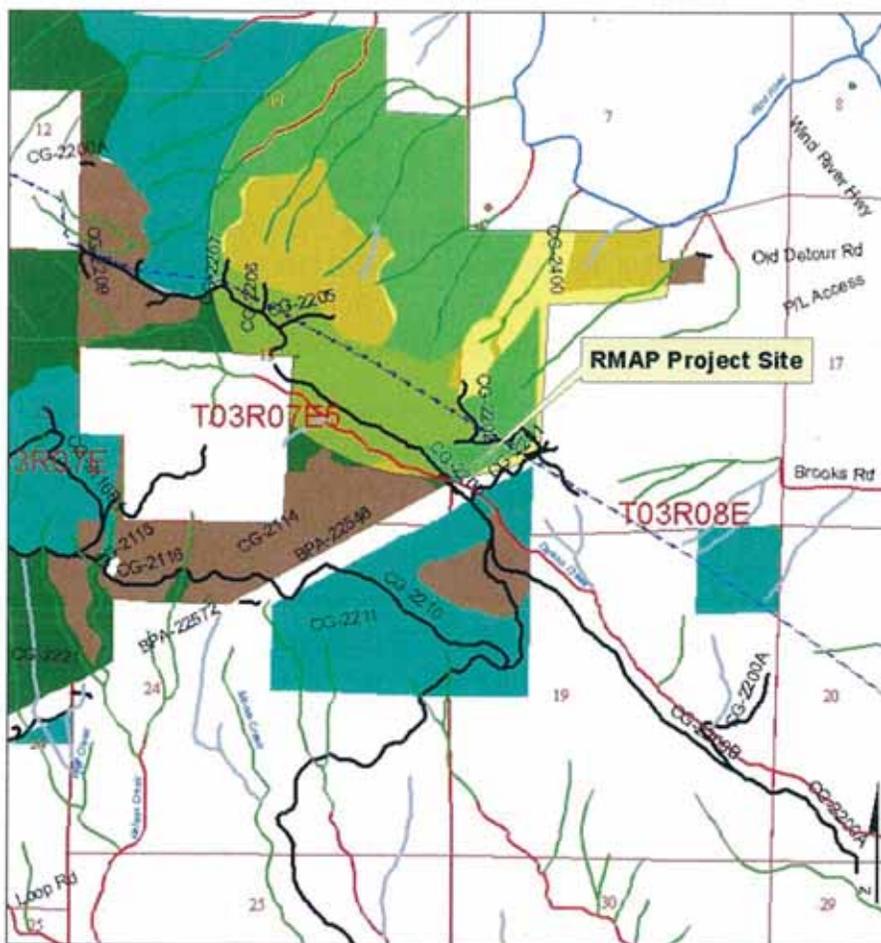


Allen Estep
Assistant Division Manager, Forest Resources Division

3-7-2014

Date

Carson Bridge Area Map



Legend

Roads by Activity Status

— 1: Active

--- Northern Spotted Owl Management Unit

Northern Spotted Owl - Nest Sites

Buffer Type

■ Timing Restriction

NSO Habitat Classes: NRF & Dispersal (not SPS Dispersal)

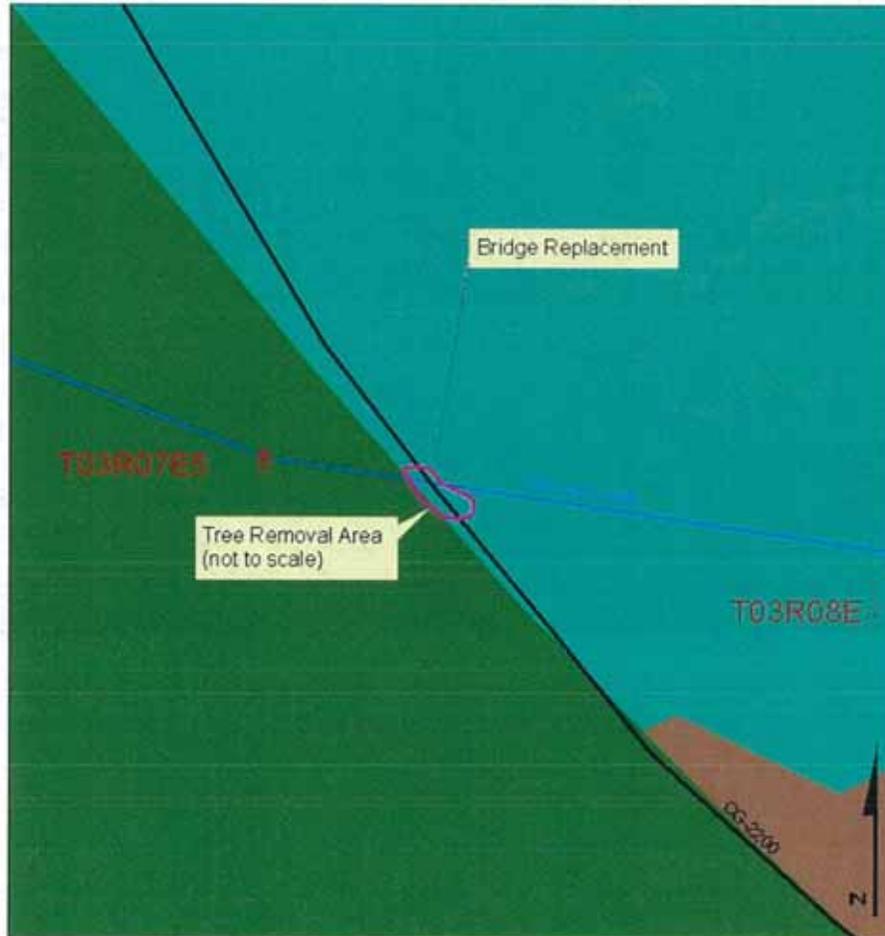
■ Sub-mature Habitat

■ Next Best Stands (Non-habitat)

■ Non-habitat

Map 1.

Carson Bridge Project Site



Legend

Water Courses, by State Lands Water Type, Detailed

— Type 3

NSO Habitat Classes: NRF & Dispersal (not SPS Dispersal)

■ Sub-mature Habitat

■ Next Best Stands (Non-habitat)

■ Non-habitat

Map 2.



Photo 1. Carson bridge project site involving a 40-foot bridge installation and removal of several red alder (in NSO managed land) seen in the photo on the north and south side of road CG-2000.

March 4, 2014

TO: Allen Estep, HCP Implementation Manager

FROM: Scott Horton, Wildlife Biologist, Olympic Region

SUBJECT: Record of consultation on harvest of a single blowdown tree that fell across a county road from within deferred reclassified marbled murrelet habitat

Summary: A large spruce tree broke and fell across the heavily-used Oil City county road (Jefferson Co.) from within deferred, Reclassified murrelet habitat probably during the night of 2/26/2014 (Figure 1).

The area of interest is not within any other endangered species habitat. The fallen tree was sectioned and moved off the road by the county road department the next morning. Olympic Region staff recognized this valuable material would soon be stolen if it wasn't removed quickly (Figures 2, 3, 4). A Direct Sale was proposed which requires minimal paperwork but does require a Forest Practices permit including the murrelet Forest Practices/HCP crosswalk. Because of the proposal's location, Question 1 of the crosswalk requires DNR to "document in Question #7, specifics of the proposal and [Division] approval if intending to proceed."

Based on my on-site observations 2/28/2014, I concluded the proposed salvage would not impact the amount or quality of the reclassified habitat. My email and telephone consultation with you on that date led you to the same conclusion, which you documented in your 2/28/2014 email (attached) that endorsed the proposed salvage as consistent with HCP agreements.

This memo documents the circumstances and evidence that led to your conclusion.

If you concur with this description of events, please sign below.



3-7-2014

Allen Estep
Assistant Division Manager
HCP & Scientific Consultation Section, Forest Resources Division

Date

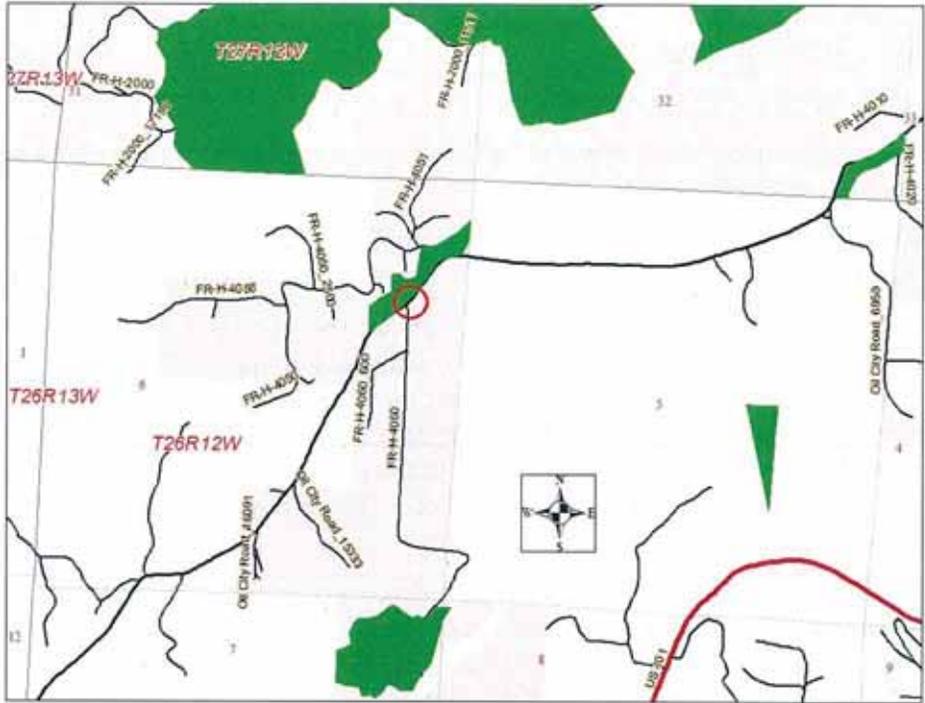


Figure 1. DNR-managed lands (shaded pink), deferred reclassified murrelet habitat (green), and the area of interest circled in red.



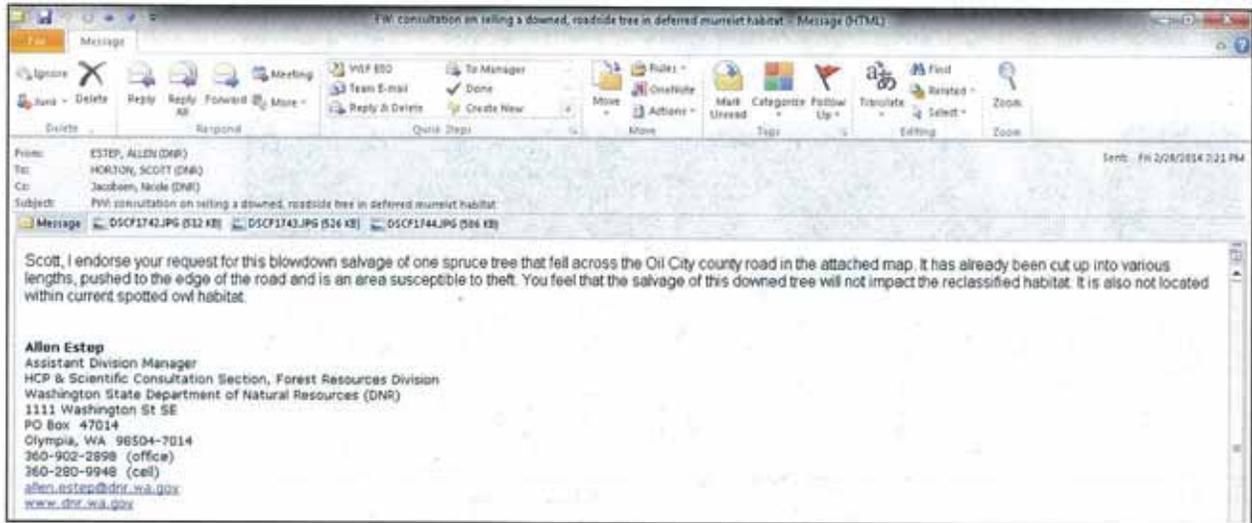
Figure 2. The fallen tree spanned the road here, note the section marked "sale area" was cut and moved off the road. The splintered stump of the broken tree is visible behind the butt section of the fallen log.



Figure 3. Closer view of trees showing the butt log and splintered stump.



Figure 4. View across the road showing the top sections of the fallen tree.



March 7, 2014

TO: Allen Estep, Assistant Division Manager, Forest Resources Division

FROM: Tom Bloxton, NW Region Fish and Wildlife Biologist

SUBJECT: Newly-ID marbled murrelet habitat typing at Hillard & Cronk Timber Sale

Background: The area of interest is the Hillard & Cronk Timber Sale located in the SW corner of Section 19, T39N R05E, two miles north of Deming in Whatcom County (Figure 1). Large, remnant trees are located to the west and southwest of the proposed harvest units resulting in Newly-ID Criteria 3 marbled murrelet habitat.

Within the proposed harvest units, smaller trees occur with the occasional (every 200'-300') ice-break fork-top platform being found below, or in, an even-aged dense canopy (Figure 2). These trees are representative of the dense, even-aged stand in terms of height and diameter, but differ in the 50-75 foot height range where they have diffuse branching as a result of the ice-break event. The canopy above and around them is generally dense and closed, thereby providing little, if any, access to these low quality platforms.

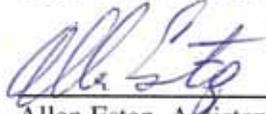
This low quality habitat occurs separate and to the east of the patch of large, remnant trees, making the overall deferral area include many acres of low quality habitat composed of these smaller platform trees that occur within a matrix of young, dense (Stem Exclusion Stage) forest. Because many linear connections occur, with the inclusion of these low quality platform trees, the overall habitat area is increased well beyond the primary habitat type (older forest with well-developed murrelet platforms).

A distinct break is present between these two habitat types with the proposed harvest units being young, dense forest compared to the older forest with remnant trees in the west. In effect, a "bridge" is created by these linear connections of low quality platform trees linking together high quality habitat in the west with forest that is unsuitable for murrelets in the east.

On-site observations: Unit Forester, Cory McDonald, and I met with Mark Ostwald and Steve Desimone from USFWS on November 6, 2013 to visit the site and discuss habitat issues at this sale and others like it. We emphasized that these stands are not unique and that we encounter small diameter trees that meet the basic definition of platform trees all over the region. We visited many trees throughout the proposed harvest unit to get their opinion on the value of these trees to nesting marbled murrelets (Figure 2). They agreed that these types of trees should not be called habitat; it is an unintended consequence of applying a habitat definition developed for mature stands with larger diameter trees to areas absent of these features important to marbled murrelets. These low quality platform trees are distinct from existing high quality habitat described in the NPPU memo dated 2/23/2007, in which the intention was "...capturing areas containing pockets of higher quality marbled murrelet habitat...". They also understand how difficult timber sale planning is given the wording of our 2007 memo and why we are seeking some clarification/resolution on this issue.

Proposal: When assessing younger stands absent of large remnant trees, applying the existing marbled murrelet habitat definition without mention of tree size is leading to unintended consequences regarding habitat type and area. For the Hillard & Cronk Timber Sale, we propose to delineate the marbled murrelet habitat excluding the areas of small diameter ice-break fork-top trees, to more accurately reflect suitable conditions. Subsequently, we propose to harvest the proposed units as they are not in delineated Criteria 3 marbled murrelet habitat.

If you concur with this proposed activity, please sign below.


Allen Estep, Assistant Division Manager

3-7-2014
Date

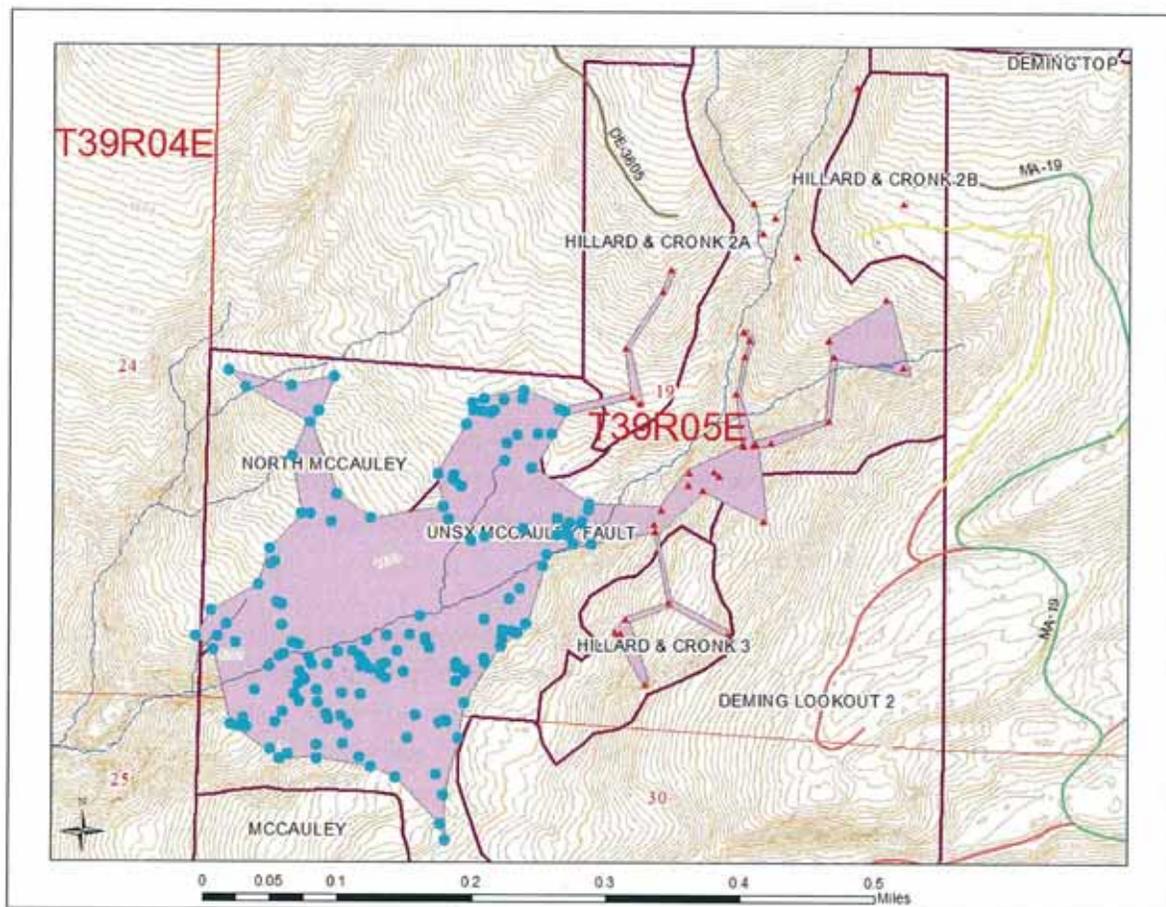


Figure 1. Map of proposed Hillard and Cronk units (2A, 2B, & 3) to the E & NE of Criteria 3 Newly-ID murrelet habitat (Area with blue dots). Criteria 3 habitat (including buffers) would extend throughout most of the proposed harvest areas if small diameter ice-break trees (red triangle symbols) were included.



Figure 2a. Base of Douglas-fir (white flagged tree in center) measuring 12" DBH and containing a platform created by ice storm breakage of central leader approximately 60' high.



Figure 2b. Ice-break platform in 12" DBH Douglas-fir. Each limb sprouting from the platform is < 3" in diameter.

Jacobsen, Nicole (DNR)

From: ESTEP, ALLEN (DNR)
Sent: Monday, March 03, 2014 8:21 AM
To: BERGVALL, LAURIE (DNR)
Cc: Jacobsen, Nicole (DNR)
Subject: Hillard & Cronk TBS
Attachments: AE-NJ-TB-edits_021114_HillardCronkNewlyID.docx

Laurie, I was able to consult with Mark Ostwald on the Hillard & Cronk TBS and he has concurred with our proposed harvest and it may move forward as discussed in the attached draft memo. I would still like to finalize the memo with Tom Bloxton's help (minor edits) and we have time scheduled with Tom this week.

Thanks,

Allen Estep

Assistant Division Manager
HCP & Scientific Consultation Section, Forest Resources Division
Washington State Department of Natural Resources (DNR)
1111 Washington St SE
PO Box 47014
Olympia, WA 98504-7014
360-902-2898 (office)
360-280-9948 (cell)
allen.estep@dnr.wa.gov
www.dnr.wa.gov

From: Ostwald, Mark [mailto:mark_ostwald@fws.gov]
Sent: Monday, March 03, 2014 8:14 AM
To: ESTEP, ALLEN (DNR); Steve Desimone
Subject: Re: AE-NJ-TB-edits_021114_HillardCronkNewlyID.docx

Hi Allen,

I have looked at the map for this sale, and Steve Desimone and myself visited this locale with Region staff last fall. I support the Region moving forward with this sale. Thanks for the information.

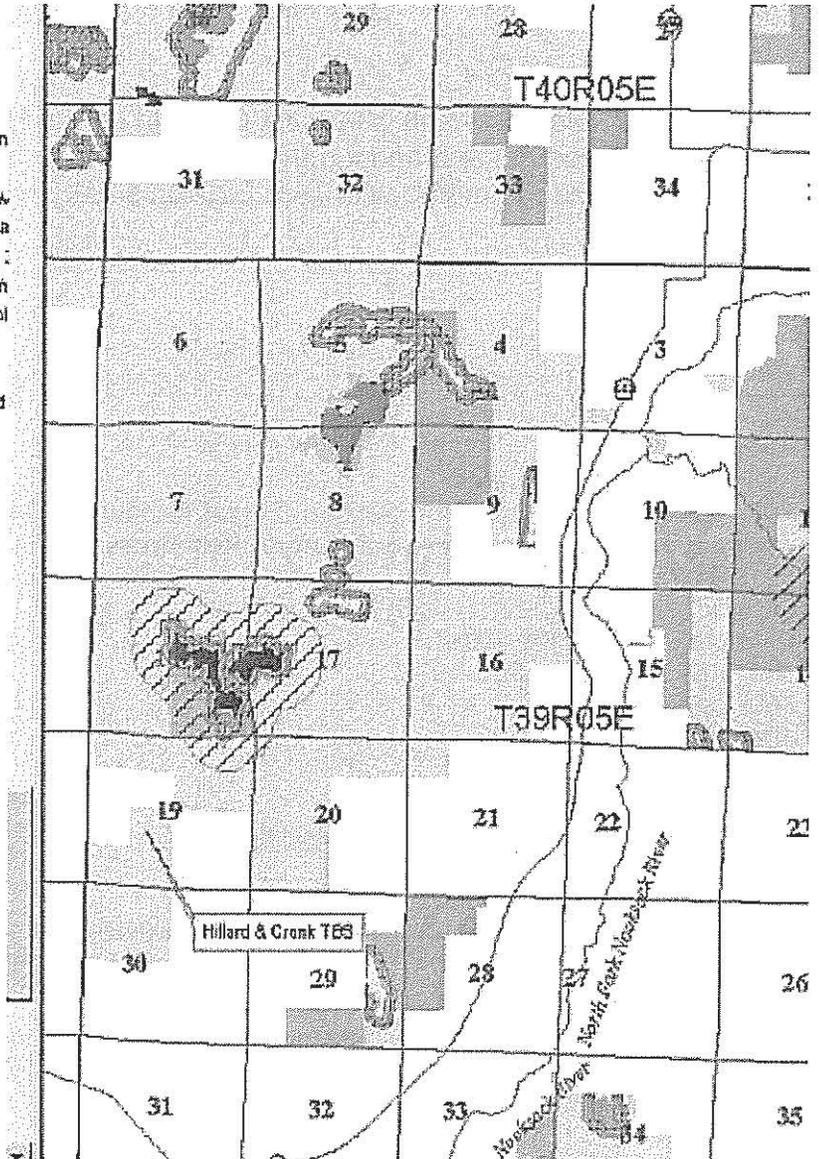
On Thu, Feb 27, 2014 at 3:01 PM, ESTEP, ALLEN (DNR) <ALLEN.ESTEP@dnr.wa.gov> wrote:
Mark, could you please take a look at the attached memo regarding the timber sale (Hillard & Cronk) and give me your thoughts and comments? It is NOT within the Racehorse Creek drainage. It is located west of Racehorse Creek in some scattered parcels (see inserted map below). Let me know if you need more information on its location, but I placed a callout where the TBS is located and displayed Racehorse Creek which is to the right of the map below.

It's my understanding that this is one area in which you and Steve Desimone looked at with Tom Bloxton and discussed the problems with identifying suitable marbled murrelet nesting platforms that

were not of a nesting quality. It's Tom's understanding that you felt similarly to his position that these low quality platforms should not count as nesting habitat and expand other areas of high quality into non-habitat. They have a proposed timber (Hillard & Cronk) that will protect criteria 3 habitat to the west of the units and harvest those areas of dense stand condition in which isolated forked tops occur. Please take a look at it and let's talk.

Thanks,

- Murrelet Habitat - N PUGET
- MM Habitat N. Puget for Released WAUs
 - Defer from Harvest; Occupied Site
 - Defer from Harvest; Contiguous to Occupied Site
 - Defer from Harvest; Either Suitable Habitat is within 1/2 Mile of an
 - Defer from Harvest; Newly Identified Suitable Habitat
 - Consult Region Biologist; Needs Field Assessment; Potential or Unw
 - Consultation Needed; Within 500 feet from an Occupied Site, Suita
 - Timing Restriction; Within 1/4 mile of an Occupied Site or Criteria
 - Possibly Available for Harvest; Unoccupied Suitable Habitat beyon
 - Not Deffered from Harvest for Marbled Murrelets; Unsuitable Habl
- MM Habitat N. Puget for WAUs with Incomplete Surveys
- LABEL -- OESF, ST, SC, COL
- Occupied; Reclassified Habitat; Pacific Cascade Extra Deferral; Occupied SPPU MM
- Quiver Potential Hab
- Merged Newly Identified Suitable MM Hab
- Newly Identified Suitable MM Hab
- Unsuitable MM Hab
- Potential MM Habitat Nov 2013
 - PC Region
- MM habitat
- NW Region MM Habitat
- NW Region MM Habitat
- occupied areas
- NW Region
- LABEL -- OESF, ST, SC, COL
- RECLASS
- marginal (excludes SWMA)
- SHARED_LM_MM_PLANNING
- SHARED_LM_MM_PLANNING
- LABEL
- occupied
- SHARED_LM_MM_PLANNING
- O_ADJ_DEF



--
 Mark Ostwald
 US Fish and Wildlife Service
 (360) 753-9564

March 10, 2014

TO: Allen Estep, HCP Implementation Manager

THROUGH: Laurie Bergvall, NW Region State Lands Assistant

FROM: Tom Bloxton, NW Region Fish and Wildlife Biologist

SUBJECT: Rye Bread Timber Sale - Request to use tailholds in suitable, unoccupied and the buffer of suitable, occupied Marbled Murrelet habitat.

While planning the Rye Bread Timber Sale (Sections 27 & 28, T36N R06E) in the North Puget Planning Unit (NPPU), pre-sales foresters have requested permission to allow the purchaser to use tailholds in suitable, unoccupied marbled murrelet habitat and the buffer of occupied marbled murrelet habitat (Figure 1). Due to topographic constraints and the spatial distribution of habitat in the area, this operational flexibility may be necessary for harvest to occur. It is my opinion that this can be done with the following requirements that shall be applied to the timber sale:

1. In surveyed unoccupied but deferred habitat within ½ mile of an occupied site. The tailhold tree will:
 - a. not be a platform tree,
 - b. utilize tailhold straps to ensure survival of tree
 - c. apply timing restrictions
 - d. no trees will be felled within habitat
2. Within the 165' no harvest buffer of an occupied site. The tailhold tree will:
 - a. not be a platform tree,
 - b. utilize tailhold straps to ensure survival of tree
 - c. apply timing restrictions
 - d. no trees will be felled within buffer

In both situations, old stumps will be preferred if they are available. The buffer of the occupied site is a distinctly different stand type (younger, denser and lacks platform trees) than the occupied habitat.

If you concur with this request, please sign below.



3-10-2014

Allen Estep
Assistant Division Manager, Forest Resources Division

Date

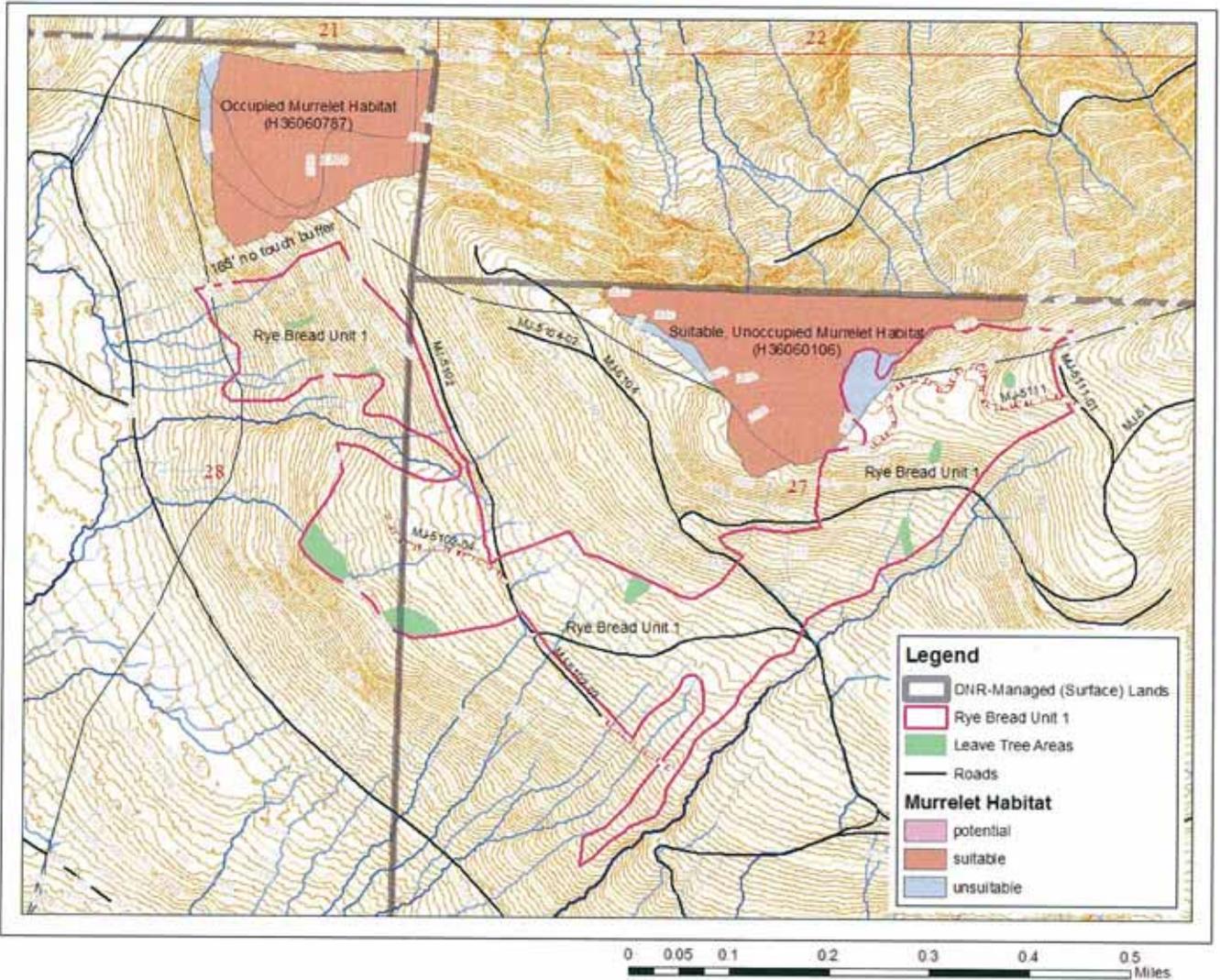


Figure 1. Rye Bread Timber Sale, Unit 1, adjacent to occupied murrelet habitat & suitable, but unoccupied habitat (< ½ mile from occupied habitat) in the North Puget Planning Unit (NPPU).

March 18, 2014

TO: Allen Estep, Assistant Division Manager, Forest Resources Division
THROUGH: Laurie Bergvall, State Lands Assistant, NW Region
FROM: Tom Bloxton, Fish & Wildlife Biologist, NW Region
RE: Nooksack Indian Tribe request to allow new road construction in buffer of Criteria 3 Newly-ID marbled murrelet habitat.

SUMMARY:

The Nooksack Indian Tribe is proposing new road construction through the buffer of Criteria 3 Newly-ID marbled murrelet habitat as part of a multi-phase (multi-year) stream restoration project. This road location is preferred as the least impactful alignment and includes a requirement for public access and sediment control, and road abandonment once the project is complete.

INTRODUCTION:

The Nooksack Indian Tribe is currently conducting a multi-phase (multi-year) stream restoration project in the North Fork of the Nooksack River in Whatcom County. A new road is proposed to provide access for equipment and in-stream structure delivery. The proposed road alignment includes approximately 1,300 ft of new road construction including 900 ft within the buffer of Criteria 3 Newly-ID marbled murrelet habitat in Sections 1 & 2 of T 39 N, R 05 E (see Figure 1).

ON-SITE OBSERVATIONS / SPECIFIC DETAILS and ALTERNATIVES CONSIDERED:

Criteria 3 Newly-ID habitat is buffered with either a 165 ft no touch buffer or a 300 ft managed buffer. The majority of the road alignment is outside the 165-ft buffer. However, 300 ft of the proposed road lie within the 165 ft buffer; at its closest point the proposed road will be approximately 120 ft from the nearest platform tree.

Alternative road locations were discussed, including reconstruction of an abandoned road through marbled murrelet habitat. In my opinion, and in consultation with you and Mark Ostwald of the USFWS, it was decided that constructing a new road outside of the core habitat is anticipated to cause the least impact to marbled murrelets in this area. The proposed road alignment was selected as preferred due to surrounding topographic, riparian and wetland constraints.

CONCLUSION:

No management (timber harvest) of the 300-ft buffer is planned, making the proposed road construction activity the only planned disturbance in the vicinity of this marbled murrelet habitat. Daily peak timing restrictions will be followed during nesting season (1 April – 31 August). I recommend support of the Nooksack Indian Tribe's proposal for road construction with alignment depicted in Figure 1. As a condition of approval, it is the responsibility of the Nooksack Indian Tribe to control public access and sediment along the new road and to abandon it (using approved abandonment procedures) when the project is completed.

If you concur with this recommendation and proposed activity, please sign below.



Allen Estep
Assistant Division Manager, HCP & Scientific Consulting Section
Forest Resources Division

3-20-2014
Date

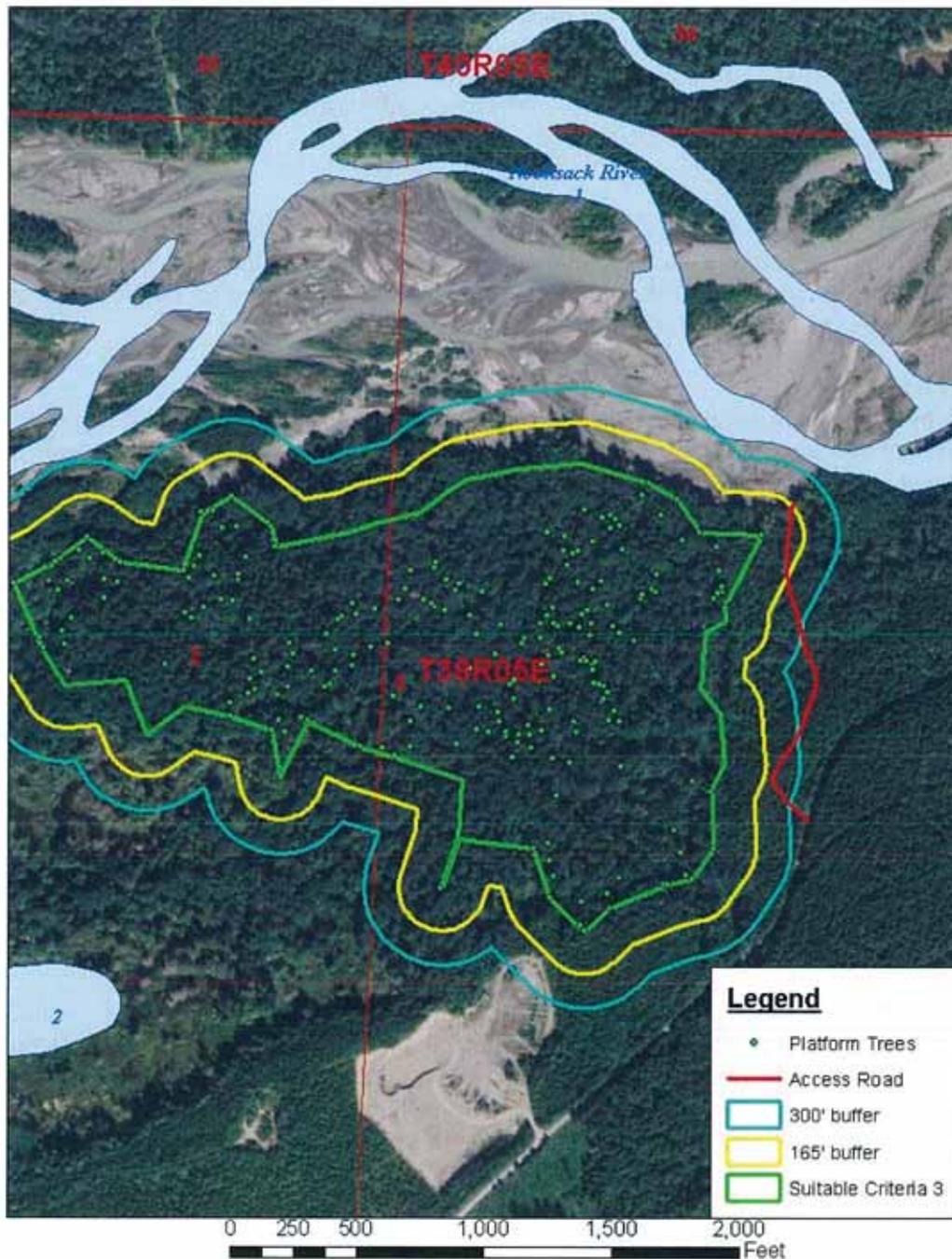


Figure 1. Criteria 3 Newly-ID Marbled Murrelet habitat on the south side of the North Fork Nooksack River in Whatcom County. The red line is the proposed location of the new road to be built by the Nooksack Tribe.

ESTEP, ALLEN (DNR)

From: Ostwald, Mark <mark_ostwald@fws.gov>
Sent: Wednesday, March 19, 2014 8:40 AM
To: ESTEP, ALLEN (DNR)
Subject: Re: Farmhouse murrelet memo.docx

Hi Allen,

Good information. The map describes it well. It seems appropriate to me to move forward with the project as described in the memo.

On Tue, Mar 18, 2014 at 3:10 PM, ESTEP, ALLEN (DNR) <ALLEN.ESTEP@dnr.wa.gov> wrote:

Tom, Nicole and I formatted the memo a little more consistently with past memos. Does it still meet with your message? It seems like we were trying to avoid a wet area at the end of the road and that's what pushed it back into the buffer, is that your understanding?

Mark, this is the Nooksack Tribe stream enhancement project in NW region. The new road would stay out of marbled murrelet habitat. However the buffer of that habitat would be impacted. Generally we apply 300' managed (thinned) or 165' no touch buffers. In this case we're not planning to thin the buffer, but we are within 165' of the habitat for a portion of the road but the remaining 300' buffer will not be impacted. Could you take a look at the attached memo and see if it meets your expectations of the project?

Thanks,

Allen Estep
Assistant Division Manager
HCP & Scientific Consultation Section, Forest Resources Division

Washington State Department of Natural Resources (DNR)
1111 Washington St SE
PO Box 47014
Olympia, WA 98504-7014

360-902-2898 (office)
360-280-9948 (cell)
allen.estep@dnr.wa.gov

www.dnr.wa.gov

--
Mark Ostwald
US Fish and Wildlife Service
(360) 753-9564

March 13, 2014

TO: Allen Estep, Assistant Division Manager, Forest Resources Division

THROUGH: Mary McDonald, State Lands Assistant, Pacific Cascade Region

FROM: Danielle Munzing, Fish and Wildlife Biologist, Pacific Cascade Region

RE: Biologist's Note: Leave Tree Exchange on West Hagen Creek Timber Sale

This memo is regarding a proposal for a leave tree exchange to mitigate for required road construction (L-1582 Right of Way) accessing multiple harvest units on the West Hagen Creek Timber Sale. This sale unit is located in the southeast portion of Yaocolt District, T2N, R4E, S1 (see Figure 1). The L-1582 Right of Way (ROW) includes a request to remove six trees from a leave area on the adjacent Shortest Straw Timber Sale Unit 5, which was completed in 2008. I propose leaving additional trees on the West Hagen Creek Timber Sale Unit 3 as mitigation for removing leave trees from Shortest Straw Timber Sale Unit 5.

Moving the L-1582 ROW down slope to avoid removing the six trees was considered however, due to the length of required road construction and the number of stream crossings involved, moving the ROW would make the stream crossings more difficult. In addition, moving the ROW would potentially intersect Wetland Management Zones and Type 5 headwalls, requiring additional mitigation. Photo 1 shows an existing road that turns into a trail. The trail is scheduled for required abandonment and is not a viable road location because of the current impact on streams. Several years ago unknown persons placed culverts and stream crossings that are inadequate for 100 year flood events, some crossings are fish blockages, and due to accessibility, abuse to the trail has occurred. Removing the inadequate stream crossings will reduce sediment delivery.

The Shortest Straw Unit 5 is 94 acres requiring 752 leave trees. According to the pre-cruise data the unit currently has 768 leave trees. Even though there are excess leave trees, I propose leaving additional trees of similar or better quality on West Hagen Creek Timber Sale Unit 3 as mitigation.

Kyle Hampton and I visited the sale February 25th. I assessed the quality of the Shortest Straw leave trees identified for removal. The six Douglas-fir trees are between 16 and 22 inches DBH and approximately 180 feet in height (Photo 1); they are not structurally unique and are not protecting additional resources within the leave area. Kyle and I discussed resources within Unit 3 that could benefit from additional leave trees. There is a possibility of a Type 5 headwall however, due to the lack of trees present, that location is not the best option.

In the southwest corner of Unit 3 we located seven large structurally unique Douglas-fir and Western hemlock trees that we selected as mitigation (Photo 2). Not only are these trees structurally unique, but they are adjacent to an RMZ and an existing leave clump. In addition, they will protect a small snag that is currently being excavated by woodpeckers. The seven trees range between 16 and 30 inches DBH and 160 feet in height.

In conclusion, the proposed L-1582 road alignment on the West Hagen Creek Timber Sale that involves cutting six trees from the Shortest Straw Unit 5 leave area is the best option for avoiding impacts to riparian areas throughout the sale.

Please contact me if you have any questions or need any additional information. If you concur with this request, please sign below.



4-1-2014

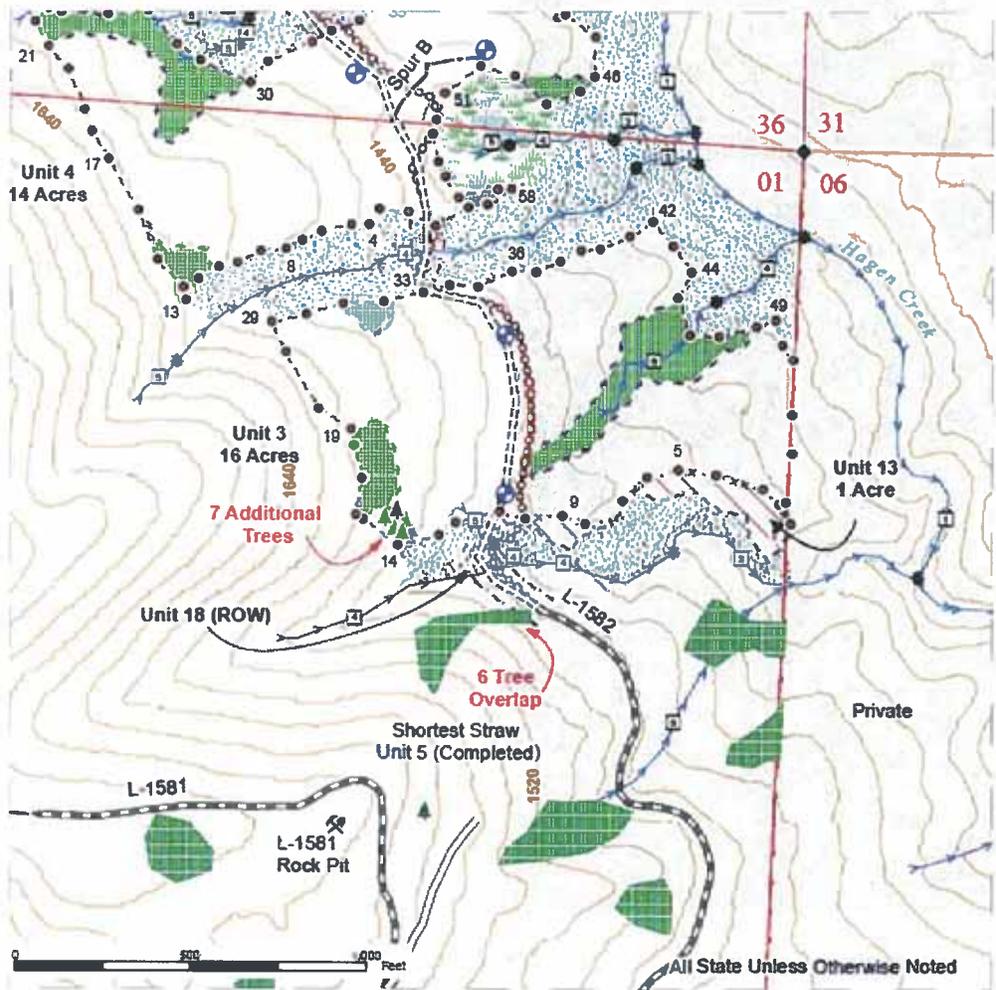
Allen Estep
Assistant Division Manager, Forest Resources Division

Date

LOGGING PLAN MAP

SALE NAME: WEST HAGEN CREEK
AGREEMENT#: 30-080312
TOWNSHIP(S): T02R04E, T03R04E
TRUST(S): State Forest Transfer(1), Common School and Indemnity(3), Charitable/Educational/Penal & Reformatory Instit.(8)

REGION: Pacific Cascade Region
COUNTY(S): CLARK
ELEVATION RGE: 1208-2299



Forested Wetland	Existing Roads	Stream Type
Wetland Mgt Zone	Required Construction	Stream Type Break
Thinning Area	Required Pre-Haul Maintenance	Monumented Corners
Leave Tree Area	Optional Construction	Leave Trees
Riparian Mgt Zone	Optional Reconstruction	Bridge
Ground Yarding	Required Abandonment	Rock Pit
Cable Yarding	Old Grade	Potential Rock Source
→	Recreation Trails	Landing - Proposed
	Streams	Traverse Points

Prepared By: kham490

Creation Date: 6/18/2013

Modification Date: 7/25/2013

Figure 1. Logging plan map.



Start of abandonment.

Photo 1. Shortest Straw Unit 5 Leave Area, the black circle indicates where the center line for the L-1582 Right-of-Way enters the leave area and six trees will be removed.



Photo 2. Two of the seven marked trees as mitigation for removing six trees for the L-1582 Right-of-Way.



April 21 2014

TO: Allen Estep; Assistant Manager, HCP & Scientific Consultation Section, Forest Resources Division

THROUGH: Drew Rosanbalm; State Lands Assistant Manager, Olympic Region

FROM: Scott Horton; Wildlife Biologist, Olympic Region

SUBJECT: Cutting trees for culvert replacement within occupied marbled murrelet sites

Background: The C-3000 road crosses two small, un-named Type 3 streams that are tributary to the Snahapish River, utilizing culverts that block access to upstream fish habitat (Figure 1). DNR must replace these culverts to meet its RMAPs obligations. In order to accomplish this, approximately two dozen trees larger than 6" dbh will need to be cut so the work can be accomplished safely. This roadwork and tree cutting is required within two, adjacent occupied marbled murrelet sites and thus requires consultation with FRD. Some of the proposed clearing is also within spotted owl habitat mapped according to the Settlement Agreement (Figure 2). The waste area for disposal of excavated material is proposed to be cleared within a 1971-origin plantation that is non-habitat and is just over 328' from the nearest point of the occupied site.

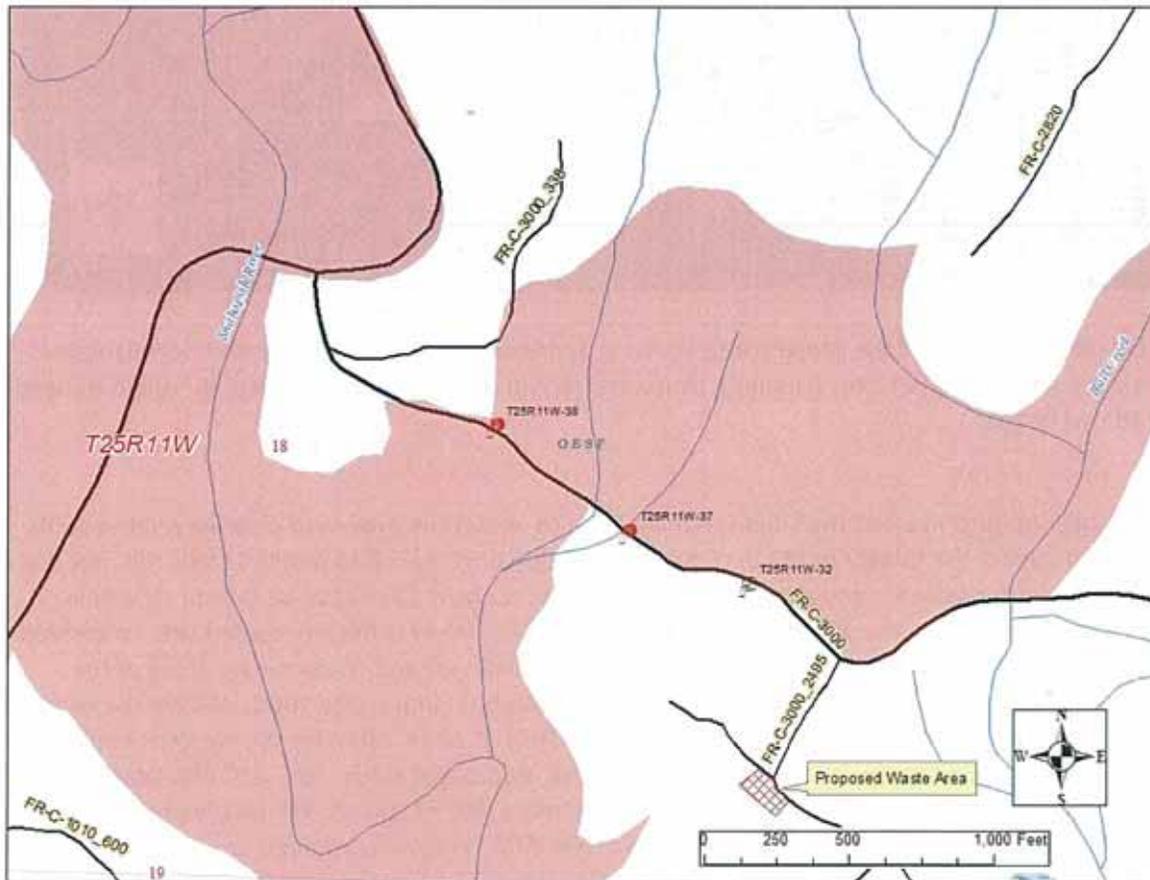


Figure 1. All lands in this view are managed by DNR, occupied murrelet sites are shaded pink, the culverts of interest are shaded red and labeled T25R11W-37 and T25R11W-38, the proposed waste area for disposal of excavated material is labeled just above the scale bar.



Figure 2. Close-up view of the project area showing approximate areas to be cleared (60' diameter circles), occupied murrelet sites (shaded), Structural (green outline) and Old Forest (purple outlines) spotted owl habitat.

On-site observations: I visited the site March 28, 2014 to assess the proposed clearing relative to its potential to impact the quality of the occupied site. Region engineers had marked trees that needed to be removed, both upstream and downstream of the road. Culvert T25R11W-38 is entirely within occupied sites while only the upstream side of culvert T25R11W-37 is in an occupied site. I observed that all trees marked for removal were smaller than the dominant and co-dominant trees of the occupied sites, presumably they grew after the C-3000 was built in the late 1960s. Within the occupied sites, trees marked for removal ranged from approximately 4" to 16" dbh, mostly western hemlock and red alder with a few Sitka spruce and western redcedar. Two larger trees, 18" - 20" dbh Douglas-fir were marked for removal outside the occupied site (downstream side of culvert 37), they were regenerated in 1971 following timber harvest. None of the trees marked for removal contained any platform-like structures. The following series of images illustrate the areas of interest.



Figure 3. Upstream of culvert T25R11W-37 showing all trees marked for removal (blue "C") on the right bank (facing downstream) of the small stream, as well as some on the left bank. The larger trees in the middle of the view are western hemlock approximately 12 - 16" dbh.



Figure 4. Upstream of culvert T25R11W-37 showing all trees marked for removal (blue "C") on the left bank of the small stream, as well as some on the right bank. The tree labeled "37" in the middle of the view is a western hemlock approximately 14" dbh. Note the most upstream marked tree is circled with red, it is a red alder approximately 11" dbh and 30' upstream of the culvert inlet.



Figure 5. Upstream of culvert T25R11W-38 showing some of the trees marked for removal (blue "C"). Both are western hemlock approximately 10" - 12" dbh.



Figure 6. Upstream of culvert T25R11W-38 showing the remaining trees marked for removal, including several in which the blue "C" is indistinct within the shadow (circled in red). Note the culvert inlet in the lower right of this view.



Figure 7. Downstream of culvert T25R11W-38 showing trees marked for removal on the left bank. Largest tree in this view is the leaning red alder, approximately 11" dbh.



Figure 8. Downstream of culvert T25R11W-38 showing trees marked for removal on the right bank. Largest tree in this view is the Sitka spruce at right, approximately 14" dbh.



Figure 9. View from the road at culvert T25R11W-38 showing the context. Two occupied sites meet at the road here, and include the road and small trees that grew up in the cleared right-of-way after road construction in the late 1960s.

Conclusions and management recommendations: The trees in the proposal area do not have platforms or complex canopy structure, however they are part of the sites' forested context. The proposal will not impact the amount or quality of nesting structure at these occupied sites because no trees with platforms are proposed for harvest. The few trees to be cut with these culvert replacements will have almost no effect on the existing small, narrow canopy gaps along the road in the area of interest and will not alter the overall forested nature of the site. I conclude the proposal will have no significant effect on the quality of these occupied sites.

I recommend that heavy equipment and power tool use associated with this proposal within ¼-mile of these occupied sites should occur outside the Daily Peak Activity Period, if conducted during the marbled murrelet nesting season which, based on updated information is from April 1 through September 22.

If you concur that this proposal is consistent with HCP Conservation Strategies and other Department Procedures and that Olympic Region may proceed, please sign below.



Allen Estep
Assistant Division Manager
HCP & Scientific Consultation Section
Forest Resources Division



Date

MEMORANDUM

To: Allen Estep; Assistant Division Manager, FRD
Through: Mary McDonald; Assistant Region Manager, PC Region
From: Noelle Nordstrom; Pacific Cascade Region Biologist
Date: April 23, 2014

Re: Biologist assessment of the X-Line road abandonment and re-route project in the Lower Chehalis State Forest and how it relates to marbled murrelet and northern spotted owl habitat in the vicinity.

Lead Engineer: Jerry Mizar, Pacific Cascade Region Road Engineer

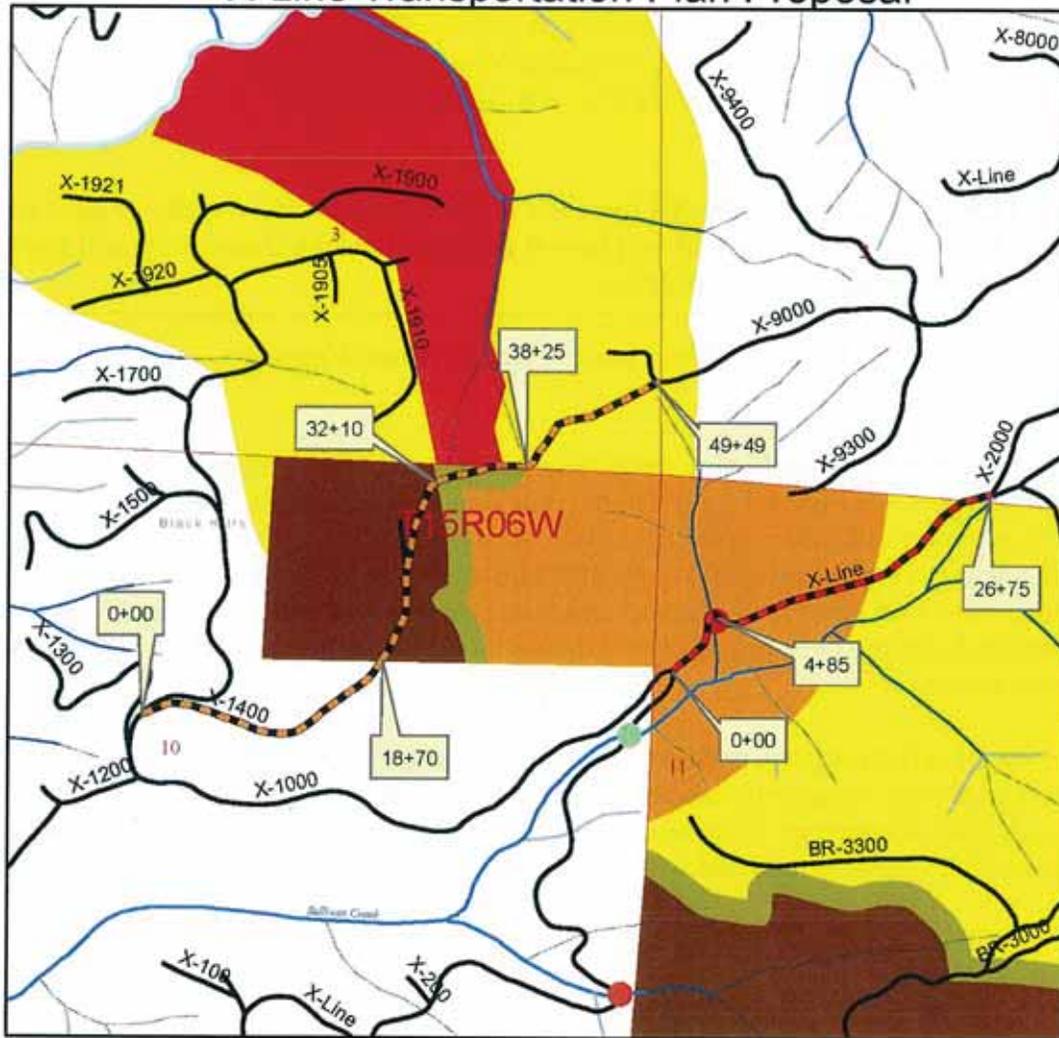
NOTE: The current DNR marbled murrelet GIS habitat layer shows an occupied site (and associated polygon; see Figure 1A) in Section 3 of Township 15 North, Range 06 West. This area was transferred to DNR ownership in 2009. Prior to DNR ownership, in an effort to manage habitat in a landscape context, marbled murrelet areas were added to the DNR GIS even if they occurred on adjacent land. The current occupied polygon was established based on the sub-canopy and circling behavior of one marbled murrelet detection in 1999, and the boundary was not field verified.

Upon review of aerial imagery, and through site observation (see Figures 1B-5), it is apparent that a section of what is currently labeled "occupied" was logged (FPA/N #2910855) prior to transfer into DNR ownership. Apart from the work discussed in this memo, this area should be reviewed and the GIS layer updated with current habitat conditions and occupancy status.

INTRODUCTION

Pacific Cascade Region's Black Hills District has proposed a Road Maintenance and Abandonment Plan (RMAP) project in the Lower Chehalis State Forest, in Sections 3, 10 and 11 of Township 15 North, Range 06 West. It consists of abandoning a portion of the existing X-Line road and relocating it by reconstructing an old grade along a nearby ridgeline. This proposal is in the South Coast Planning Unit, in reclassified habitat within a Science Team recommended Marbled Murrelet Management Area (MMMA; see Figure 1A). The project is also within "low quality" Northern Spotted Owl (NSO) Habitat in an Owl Area (see Figure 6), as defined in DNR policy (PR 14-004-120). As part of the planning process, I assessed potential impacts to both marbled murrelet and northern spotted owl habitat to ensure the proposed management activities do not degrade existing habitat, and that the project maintains or shortens the trajectory towards better habitat for both species.

X-Line Transportation Plan Proposal



Legend

Stream Type

- Type 1
- Type 2
- Type 3
- Type 4
- Type 5
- Unclassified

Road Type

- Proposed Abandonment
- Proposed Reconstruction
- Existing Rd.

Fish Crossings

- Passable
- Barrier

SWWA MM HCP Categories

- Defer from Harvest; Occupied Site
- Defer from Harvest; Reclassified Habitat in MMMA
- Defer from Harvest; 165 Foot No Entry Buffer in MMMA
- Thinning Harvest Activities Only; 1/2 Mile from Occupied Site in MMMA
- Consultation Needed; Either within MMMA, 1/4 Mile from Occupied, or Contiguous Reclassified
- Not Deferred from Harvest for Marbled Murrelets; Reclassified Habitat outside MMMA



1:12,000

Figure 1A: Map of the proposed road abandonment and re-route relative to marbled murrelet habitat.

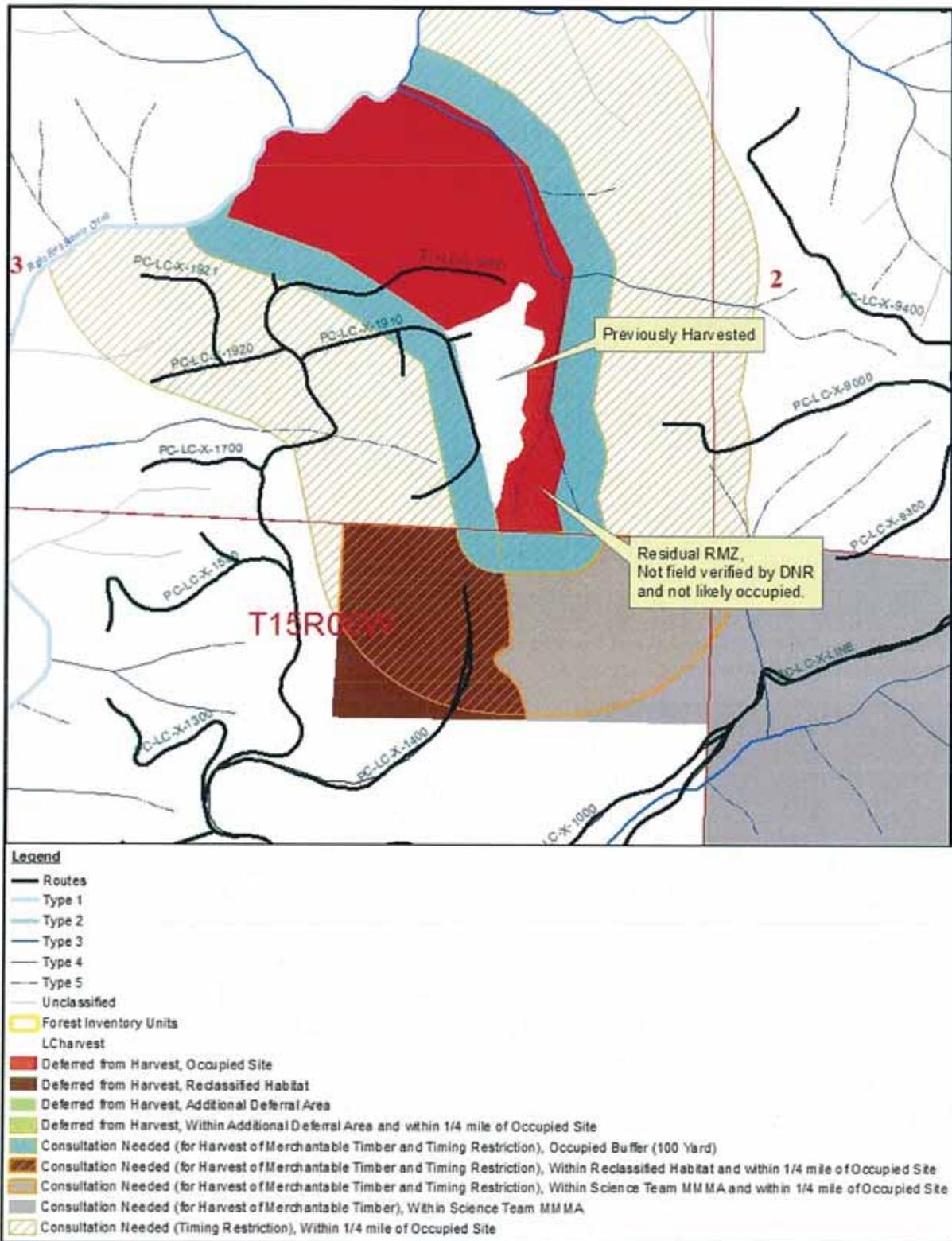


Figure 1B: Updated occupied site map illustrating 8 year old harvest. Residual RMZ shown as occupied has not been field verified and likely unoccupied based upon prior harvest activity that would have field typed the site.



Figure 2. View of past management and forested riparian zones within “occupied” polygon to the north of the road re-reroute / reconstruction.



Figure 3. View of the old road grade that would be used for the re-route / reconstruction.



Figure 4. Looking north into the occupied polygon. Notice that all of the trees are deciduous, other than a handful right along the edge of the road.



Figure 5. Young reprod that will be impacted by the road reconstruction. The reconstructed road will reconnect with the X-9000 road near the top of the rise visible in the background.

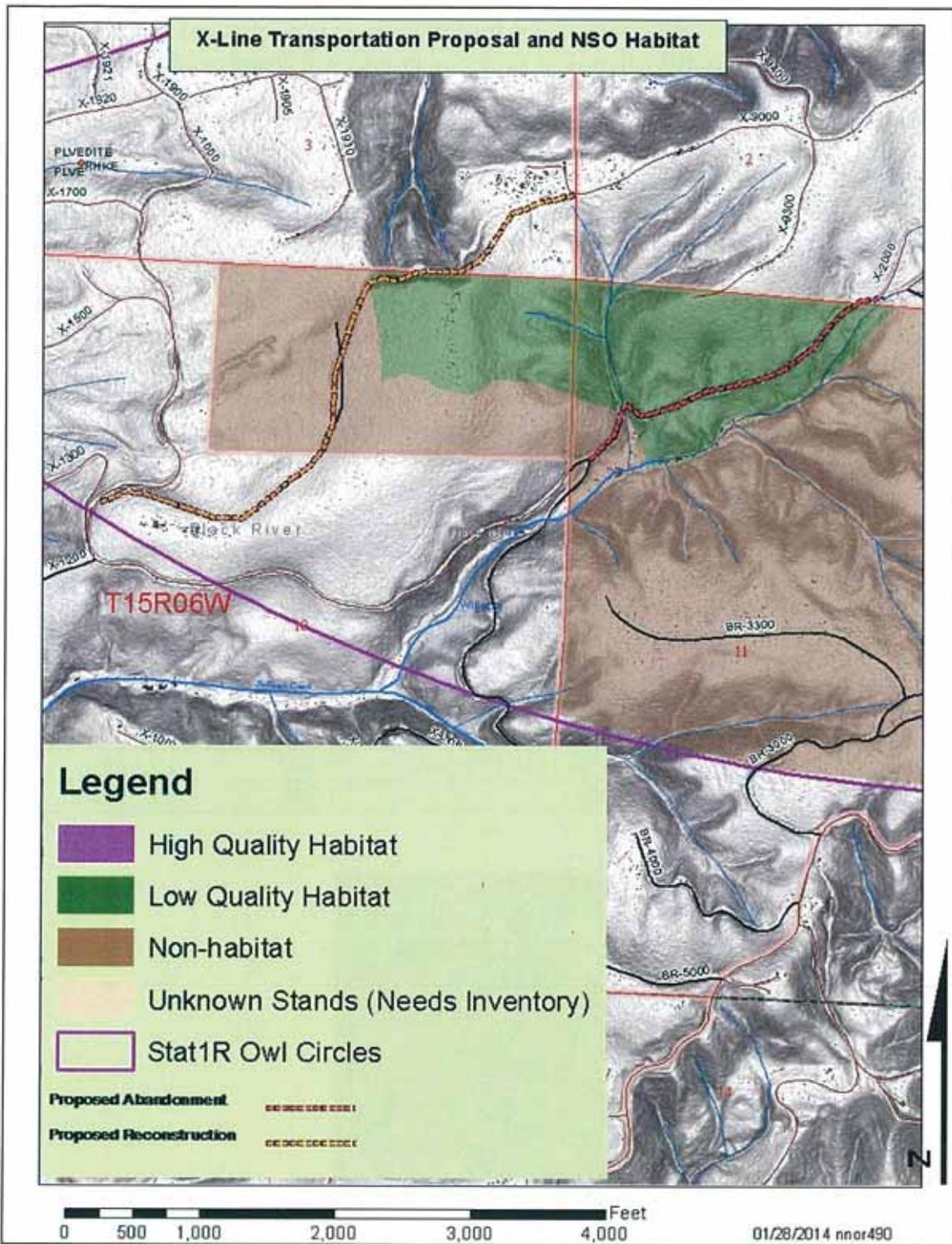


Figure 6. Proposed activities relative to NSO habitat in the vicinity.

On June 21, 2013, Jerry Mizar and I assessed the road segment to be abandoned and also walked the length of the proposed reconstruction. This proposed project will abandon 2,675 feet of the existing X-Line road and relocate it by reconstructing 4,949 feet of an old road grade along a nearby ridgeline. The reconstruction connects two roads (the X-1400 and the X-9000) and will become the new mainline through this portion of the forest. RMAP obligations are addressed by the proposal and it improves protection to Sullivan Creek's riparian habitat. The new road location will reduce the amount of road that is within both the MMMA and the NSO habitat. This work will provide high-value resource protection over the long term to both aquatic and upland forest habitats.

Healthy, interior forest conditions exist along the current route of the X-line road (see Figure 7). The proposed new road location is on a ridge top, minimizes number of trees removed, utilizes an old road grade, and does not cross any streams. Much of the proposed reconstruction is located along the edge of mature second-growth and crosses through young plantation conifer (see NOTE above and Figures 1B-5). The proposed road reconstruction has less of an impact on established, interior forest than does the original X-line location. Relocating this route through the Lower Chehalis State Forest will improve habitat conditions for forest wildlife species immediately and into the future. The short-term risk of negative impact to marbled murrelet and northern spotted owl habitat during the road abandonment and re-construction is offset by the long-term benefits of removing the road from riparian areas, removing a fish passage barrier, and reducing the amount of road miles.

Summary of road distances and associated resource issues:

	Distance	Water crossings	NSO habitat	MM Habitat
Existing road	2,675'	1-Type 3, 4-Type 4& 5	2,484'	2,488'
Proposed road	4,949'	none	1,248'	2,372'



Figure 7. View of the X-line road in its current location. Note the 50-60 year old Douglas fir/western hemlock species composition.

PROJECT DETAILS

Streams/Riparian

The proposed road abandonment and re-route improves riparian habitat protection and reduces the risk of sedimentation to Sullivan Creek.

Light road abandonment on the X-Line road shall consist of the following:

- Construction of non-drivable water-bars at a maximum spacing which will produce a vertical drop of no more than 10 feet between water-bars or between natural drainage paths and with a maximum spacing of 100 feet.
- Removal of 5 live stream crossings.
 - One Type 3 stream crossing will be removed at station 4+85 (see Figure 1A). This stream crossing is a documented RMAP barrier and its removal will open up approximately 1000 feet of stream habitat to fish passage.
 - Four additional stream crossings (located at stations 11+25, 16+50, 22+80, and 24+00) will be removed from four Type 4 and 5 streams (Figure 1A).
- Removal of all cross drain culverts.
- Scattering woody debris onto abandoned road surfaces.
- Blocking access from vehicles with earthen barricades. This uses material from the roadway to construct a large berm plus some woody debris dispersed across the top.

Northern Spotted Owl Habitat

The proposed abandonment and reconstruction are inside polygons of non-habitat and low-quality habitat within the “Blue Mountain” Status 1 Northern Spotted Owl circle. All proposed activities are outside of the “Best 70” acres around the known nest site and are beyond the 0.7 mile threshold, so no timing restriction is needed. See Table 1 for additional information.

Healthy, interior forest conditions exist along the current route of the X-line road. The forest adjacent to the current route is approximately 60 years old. Removing this road that bisects the habitat will improve habitat conditions for owls and other forest wildlife species immediately and into the future.

Table 1. Length of proposed road work in Northern Spotted Owl habitat areas.

	Abandonment	Reconstruction
Length in non-habitat	436 ft.	615 ft.
Length in low-quality habitat	2,048 ft.	633 ft.

Marbled Murrelet Habitat

The occupied polygon was established based on the sub-canopy and circling behavior of one marbled murrelet observed in 1999. The location of this sighting is over 0.6 mile from the proposed road location and appears to be associated with the riparian area of Raimie Creek. The

closest block of mature conifer forest is approximately 0.4 mile to the north of the proposed road location and is at least 70 acres in size. A stringer of conifer extends south from the main habitat block up the riparian zone of a tributary to Raimie Creek, but is surrounded by deciduous forest and young conifer plantation. The southern end of the “occupied” polygon, closest to the proposed reroute, is dominated by red alder and other deciduous trees for at least 700 feet. Marbled murrelet do not typically nest in deciduous trees, and I believe that the chance of harming or disturbing marbled murrelet while reconstructing this road is extremely low. Most of the proposed road route is situated between a 50 year old conifer forest with an edge damaged by windthrow, and young conifer plantations to the north.

Also see NOTE section above for more information on the mapped marbled murrelet habitat in this area.

Both the proposed road abandonment and reconstruction projects impact modeled habitat types within an MMMA (see Table 2 below). However, the current stand characteristics present on-site are conducive to the project. No trees with potential marbled murrelet nesting platforms were observed within the project area or immediately adjacent to it.

Table 2. Project details in relation to currently mapped marbled murrelet habitat areas.

	Abandonment	Reconstruction
Distance from “occupied” site	0.33 mile	Immediately adjacent for 110 ft.
Length within Reclassified Habitat in MMMA	N/A	610 ft.
Length within No Entry Buffer	N/A	475 ft.
Length within Thinning Activities Only area	1,623 ft.	N/A
Length within Consultation Needed area	865 ft.	1,288 ft.
Timing Restriction?	No – beyond 0.25 mi threshold	Yes – within 0.25 mi threshold

The proposed reconstruction is within 0.25 mile of the “occupied” polygon. If road construction activities must occur between the dates of April 1 through August 31, the morning/evening operational timing restriction shall be in place. No heavy machinery, saws or other noise-making equipment shall occur one hour before official sunrise to two hours after, and one hour before and after official sunset.

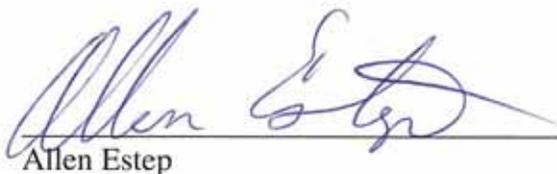
Specific information related to road construction. See Figure 1A for locations.

- Stations 0+00 to 18+70 border a 5-year-old Douglas-fir plantation to the north and 50 year old timber to the South.
- Stations 18+70 to 32+10 are located within Reclassified Habitat in MMMA. Removal of approximately 30 conifer trees is necessary.
- Stations 32+10 to 38+25, is located within the 165 ft. No Entry Buffer of occupied MM habitat. Removal of approximately 6 conifer trees is necessary. This area was impacted during the 2007 storm; portions of the stand are blown over and the remaining standing trees have lost much of their canopy.
- Stations 38+25 to 49+49 are within a Consultation Needed area and impact young plantation conifer with a stand age of 17 years.

CONCLUSION

Relocating the X-Line to the ridgetop to the northwest of its existing location will improve the quality of all habitat types in question. Road abandonment removes culverts and impacts to riparian habitat, and improves the contiguity of a block of mature second growth important to both marbled murrelets and spotted owls. The proposed road reconstruction takes advantage of an existing road grade, breaks in timber types, and areas impacted by blow-down. No nesting habitat for spotted owls or marbled murrelets will be damaged during this project, and any potential noise disturbance will be mitigated with timing restrictions. Moving forward with this project is good forest management.

If you agree with this assessment, please sign and date below:



Allen Estep
Assistant Division Manager
HCP & Scientific Consulting Section, Forest Resources Division

5-1-2014

Date

Cc: Jerry Mizar

Jacobsen, Nicole (DNR)

From: Ostwald, Mark <mark_ostwald@fws.gov>
Sent: Thursday, May 01, 2014 10:01 AM
To: ESTEP, ALLEN (DNR)
Subject: Re: Revised_X-line_draft_20140310NJ.docx

Allen, thanks for the revised biological assessment for the X Line road abandonment and re-route in the Chehalis State Forest. This looks like a good project, and I don't have HCP concerns over it.

On Wed, Apr 23, 2014 at 11:15 AM, ESTEP, ALLEN (DNR) <ALLEN.ESTEP@dnr.wa.gov> wrote:

Mark, some more information for your questions below and a revised document to peruse (additional map added).

When you get time, can you review and give me your opinion on this road reroute?

1. A typical road clearing width for a new right-of-way is 60' so for 610' of new road construction, that would be approximately 0.85 acres in the reclassified.
2. We delineated the occupied site on an adjacent landowner at the time without a field delineation. That landowner would have delineated the occupied site based on forest practices habitat definitions and suitable platforms which evidently did not extend as far south as we had delineated from the photos since they harvested that southern portion. The harvested the portion is illustrated in Figure 1B of the attached document and it's unlikely that the remaining RMZ contains platforms based upon Noelle's evaluation – so not likely to be occupied.
3. The X-1900 Rd is an "active" road, however, there is a gate at the nearest public road juncture that discourages access to the x-line system and because the road is a dead end, public use is expected to be minimal. With this proposal's x-line abandonment, it will make it even less likely that the road could be accessed, i.e. even further to drive to this area of the Lower Chehalis Block.

Thanks,

From: Ostwald, Mark [mailto:mark_ostwald@fws.gov]
Sent: Thursday, April 03, 2014 11:33 AM
To: ESTEP, ALLEN (DNR)
Subject: Re: FW: Revised_X-line_draft_20140310NJ.docx

Hi Allen,

Thanks for the memo. If I understand your email, the southern half of the occupied site was clearcut in the mid 2000's by some private landowner, so the new road proposal doesn't in effect come that close to the occupied site? Without getting into all the details of the delineation of the occupied site, what does the new boundary look like (perhaps the memo can have that shown)? Also, is the X-1900 RD closed to public vehicle use?

Table 2 states that there would be 610 feet of new road construction through reclassified habitat, so with a 100 foot clearing width, that would be about 1.5 acres of re-classified habitat removed. Is this accurate?

On Tue, Apr 1, 2014 at 3:39 PM, ESTEP, ALLEN (DNR) <ALLEN.ESTEP@dnr.wa.gov> wrote:

Mark, have you had time to look at this?

From: ESTEP, ALLEN (DNR)
Sent: Wednesday, March 19, 2014 12:51 PM
To: Ostwald, Mark
Cc: Jacobsen, Nicole (DNR)
Subject: Revised_X-line_draft_20140310NJ.docx

Mark, again I appreciate your consultation on these issues.

Attached is a memo concerning some RMAP work in Pacific Cascade Region in parts of the Lower Chehalis Science Team MMMA. The project includes abandoning a road within the MMMA and improving fish habitat, and relocating the new road in a better location. The map in the document is very helpful and the last page has specific harvest impacts. The road abandonment is beneficial to fish and marbled murrelets by removing it from the riparian area and from mature stands in the MMMA to an area of mostly young stands within the MMMA. The new road location will impact some reclassified habitat (harvest of 30 trees) and what looks like a buffer of an occupied site (harvest of 6 trees). However there are some extenuating circumstances around the occupied site. When we delineated this occupied site, it was on an adjacent private landowner and we were taking a conservative approach to buffer the site. However we did not field verify the stand at the time and the private landowner obviously didn't delineate it as occupied, because they harvested it in 2005/2006. We didn't update our GIS layer to illustrate that the southern half of the site should not be considered occupied. In reality, the southern half of the occupied site is not forested and thus there wouldn't need to be a buffer or impacts to the occupied site.

The project looks like it will benefit the landscape habitat and conservation objectives and will have minimal impact to marbled murrelets. Can you give me your thoughts on this project? If you'd like to confer on this, give me a call.

Thanks,

Allen Estep

Assistant Division Manager

HCP & Scientific Consultation Section, Forest Resources Division

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Mark Ostwald

US Fish and Wildlife Service

(360) 753-9564

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Mark Ostwald

US Fish and Wildlife Service

(360) 753-9564

May 30, 2014

TO: Allen Estep; Assistant Manager, HCP & Scientific Consultation Section, Forest Resources Division

THROUGH: Drew Rosanbalm; State Lands Assistant Manager, Olympic Region

FROM: Scott Horton; Wildlife Biologist, Olympic Region

SUBJECT: Granting access to private landowner to cut landing/guyline circles in spotted owl Structural Habitat

Summary and Introduction: Rayonier timber company and DNR have substantial intermingled ownership in Olympic Region. Rayonier approached DNR for permission to clear approximately 1.6 acres total for two landings so they can harvest timber from their property between Kalaloch Creek and the K-1200 road. Figure 1 below illustrates the area of interest in the NW ¼ of SE ¼ Section 26, T25N R13W.

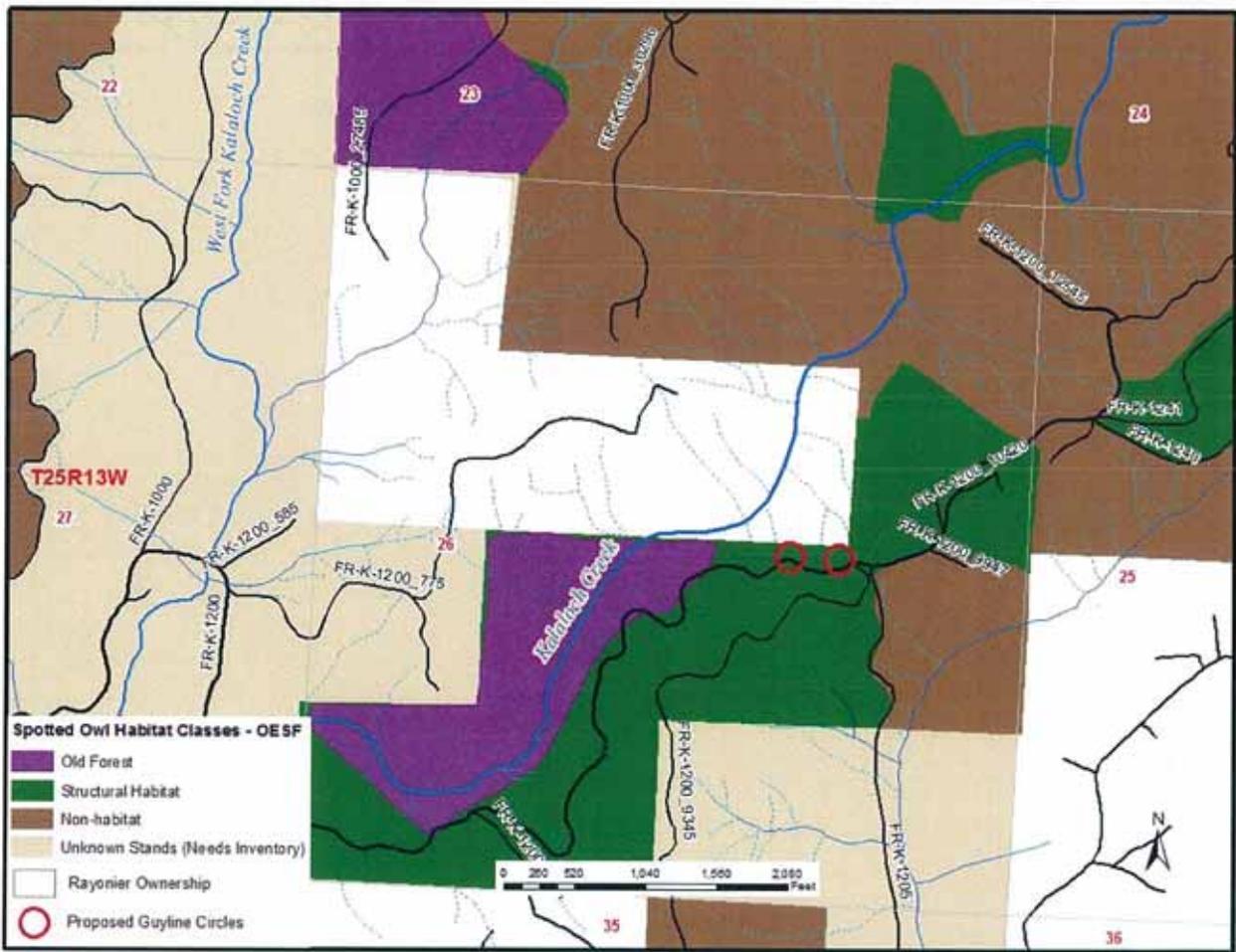


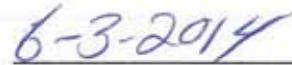
Figure 1. Shaded lands in this view are managed by DNR, unshaded lands belong to Rayonier, Inc. The location and size of Rayonier's proposed landing areas are closely approximated by the two red circles.

Details, Alternatives Considered: The two proposed guyline circles and landing areas are approximated by 0.8-acre circles shown in Figure 1. Forest cover at the proposed landings is 34-year old plantation that is classified as spotted owl Structural Habitat thus it is not available for harvest because of the Settlement Agreement. It is not marbled murrelet habitat nor is it within ¼-mile of occupied murrelet

sites. Given Rayonier's objective of timber harvest on this portion of their property, there are no reasonable alternative landing locations because of road access, topography, and the location of the harvest proposal east of Kalaloch Creek, which is Type 1 water. DNR has two alternatives, grant or refuse the access as outlined here.

Conclusions and management recommendations: Given the nature of the 1.6 acres of forest in the proposed landing areas, i.e., it is not older, structurally complex forest, I conclude that granting this access will not negatively impact spotted owl conservation. Considering the benefits of maintaining positive relationships with neighboring landowners, I recommend DNR grant this access if possible given terms of the Settlement Agreement.

If you concur with this recommendation, please sign below.

A handwritten signature in blue ink, appearing to read "Allen Estep", is written over a horizontal line.A handwritten date "6-3-2014" in blue ink is written over a horizontal line.

Allen Estep
Assistant Division Manager
HCP & Scientific Consultation Section
Forest Resources Division

Date

April 21, 2014

TO: Allen Estep, Assistant Division Manager, Forest Resources Division

THROUGH: Mary McDonald, State Lands Assistant, Pacific Cascade Region

FROM: Danielle Munzing, Fish and Wildlife Biologist, Pacific Cascade Region

RE: Biologist's Note: Upper Ole Timber Sale Units 2

The Upper Ole Timber Sale is located in the Northern Spotted Owl (NSO) Nesting, Roosting, and Foraging (NRF) managed lands in the Columbia Planning Unit of Pacific Cascade Region. Units 2 and 3 of the sale are Variable Retention Harvests located in non-habitat T6N, R4E, S11, 12 and 13 (see attached map). Both units are adjacent to sub-mature habitat in the Cougar SOMU, which is currently at 41% towards meeting the habitat threshold.

March 4th, I visited the proposed sale with Jacob Oberlander to look at potential trees that need to be used as guy line anchors. The trees are located in adjacent NSO sub-mature habitat and may or may not be felled as a result of guy line attachment (Map 1). Because of the tight landing areas and steepness of the unit, there are limited yarder landings available that will meet Labor and Industry safety standards. In order for the loggers to safely yard both units, the guy line anchors must be located in the adjacent NSO sub-mature habitat.

The adjacent sub-mature stand is dominated by Douglas fir and Western Hemlock and according to FRIS is around 60 years of age. The trees that may be selected for guy lines are all between 18 and 30 inches DBH (Photos 1 & 2), which is similar to the tree size throughout the stand. The species are a mix of hemlock and Douglas fir and in total we estimate up to 20 trees may be cut at the four locations adjacent to Unit 2 and one location adjacent to Unit 3. In my assessment, if any of the trees are felled during the course of the harvest activities as a result of using guy lines, the habitat would not be degraded below HCP definitions. I requested that the trees be located away from snags and that in the case where they are felled, the trees remain onsite to add to the downed wood component.

Due to topography there are no alternatives to these locations, however using and cutting the trees in sub-mature may not occur depending on the type of equipment used by the loggers.

My recommendations for the operator while selecting guy line trees:

- Use stumps already cut for the right of way and landings
- Avoid cutting large, structurally unique trees
- Avoid driving machinery into the sub-mature stand
- Select trees that can be used a safe distance from snags

Please contact me if you have any questions or need any additional information. If you concur with this request, please sign below.


Allen Estep
Assistant Division Manager, Forest Resources Division


Date



Photo 1. Example of possible guyline trees in submature habitat.



Photo 2. Example of possible guyline trees in sub-mature habitat.

Map 1.

Upper Ole Timber Sale Potential Guyline Locations



Legend

- | | |
|--------------------------|------------------------------------|
| — Existing Road | ■ Sub-mature Habitat |
| == Optional Construction | ■ Next Best Stands (Non-habitat) |
| ■ Upper Ole Units | ■ Non-habitat |
| | ■ Unknown Stands (Needs Inventory) |
| 0 0.075 0.15 0.3 Miles | ● Potential Guyline Locations |

