

ZONING

17 Attachment 5

MANAGEMENT UNIT 38 PLANNING AREA VIII

Management Category

UM/CM – Urban Mixed/Conservancy Natural

Boundary Description

Southern Boundary – Management Unit 37. Northern Boundary – the line between the city of Westport Airport property and the lands owned by the Port of Grays Harbor. This line is further defined by a drainage ditch between the two properties.

Split Unit Boundary – the line of nonaquatic vegetation (Section 404).

Plan Boundary – a line of 200 feet landward of the line of nonaquatic vegetation.

Management Objectives

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

Special Conditions

In addition to standard uses and allowable activities, the following conditions also apply:

1. Filling to raise the Westport airfield to provide for its year-round use is allowed in this management unit. The existing facility encompasses an area approximately 200 feet by 2,100 feet which is further identified by “X” shaped white markers at the northern and southern ends of the runway. These markers are visible on U.S. Army Corps of Engineers Surveillance Photo No. S83020 96-1, May 26, 1983. Based on current information, raising of the airfield would not have an unacceptable adverse impact on the ecosystem, including wetlands.

Allowable Activities

Management Category	UM*	CM
Structures		
Piers docks wharves		2
Piling and mooring dolphins		C
Bridges		
Causeways		
Outfalls	C	C
Cable/tineline crossing		
Boathouses		
Breakwater		
Bank		
Diking	C	1 2 3
Bulkheading		
Groins		
Jetty		
Special project fills		
Bankline straightening		
Bankline erosion control	C	3
Special activities	C	1 2
New access channel	2	2
Channel/berth maintenance	2	2

Legend: Allowed activity

Conditional activity

Special conditions

Not allowed

A
C
1 3

STANDARD USES
See Standard Use Table

WESTPORT CODE

2. Regarding the marina expansion project in Management Unit 39, one of the important considerations in evaluating final design options will be the ability to obtain adequate flushing within the marina to maintain water quality conditions necessary to protect aquatic resources. It is possible that considering design options which would achieve better flushing characteristics, very limited encroachment into Management Unit 38 might be considered. However, encroachment into Management Unit 38 will not be allowed if another alternative to protecting water quality for fisheries resources, such as artificial aeration or basin redesign, is feasible. Any suspected water quality problems must be clearly demonstrated through physical or mathematical modeling, or other appropriate methods. This determination will be made by EPA, Corps of Engineers and state and federal resources agency personnel at the time marina design options and alternative methods for maintaining water quality are evaluated. Level V mitigation would be required for any loss of wetlands in Management Unit 38 associated with this special condition.
3. Bankline erosion control and diking will be allowed only in conjunction with other allowed activities.