

## **PORTS AND WATER-RELATED INDUSTRY**

### **INTRODUCTION**

Ports are centers for waterborne traffic and as such have become gravitational points for industrial/manufacturing firms. Heavy industry may not specifically require a waterfront location, but is attracted to port areas because of the variety of transportation available.

### **POLICIES**

1. Industries wishing to locate on the shoreline must be water dependent.
2. Design port facilities to permit viewing of harbor areas from viewpoints, waterfront restaurants and similar public facilities which would not interfere with port operations or endanger public health and safety.
3. Require that waste treatment ponds for water-related industry occupy as little shoreline area as possible, and be placed away from the immediate waters edge and recreation beaches.
4. Encourage the cooperative use of docking, parking, cargo handling and storage facilities in waterfront industrial areas.
5. Require land transportation and utility corridors serving ports and water-related industry to follow the policies provided under the sections of the Master Program dealing with Utilities and Roads and Railroads.
6. Give consideration to state-wide port needs, and coordinate planning with other jurisdictions in the State to avoid wasteful duplication of port services within Puget Sound.
7. Undertake careful planning to reduce any potential adverse impact of industrial piers and docks on other water-dependent uses and shoreline resources.
8. Require that all port development be consistent with an adopted comprehensive port development plan.
9. When considering port development projects, consider not only their comprehensive plan but also County/City comprehensive plans.

### **REGULATIONS**

#### ***General***

1. Industries wishing to locate within 200 feet of the shoreline must be water dependent. Failure to show compliance with this regulation shall be sufficient grounds for permit denial.
2. Utilities, roads and railroads, piers and parking areas shall comply with the regulations for each such activity.

## Ports

3. Proposed port developments, expansions, alterations, or any phase thereof shall be consistent with, and shall be based upon, an officially adopted comprehensive port development plan. Failure to show compliance with this regulation shall be sufficient grounds for permit denial.
4. Opportunities for public visual and/or physical access to port activity areas shall be maximized: PROVIDED that such access would not interfere with port operations or endanger public health and safety.

## Log Storage

5. Dry land log storage shall be preferred over water storage.
6. Wherever practical, paved log yards shall be preferred over aggregate-surfaced yards to reduce waste disposal problems.
7. Unpaved storage areas underlain by permeable soils shall have at least a four (4) foot separation between ground surface and the winter water table.
8. Dikes, drains, vegetated buffer strips or other means shall be used to ensure that surface runoff is collected and discharged from the storage area at one point, if possible. It shall be demonstrated that state water quality standards or criteria will not be violated by such runoff discharge under any conditions of flow in nearby water courses. If such demonstration is not possible, treatment facilities for runoff shall be provided meeting state and federal standards.
9. Log storage shall not be permitted in public waters where water quality standards cannot be met at all times or where these activities are a hindrance to other beneficial water uses such as small craft navigation.
10. The free-fall, violent dumping of logs into water shall be prohibited.
11. Easy let-down devices shall be employed for placing logs in the water.
12. Positive bark and wood debris controls, collection, and disposal methods shall be employed at log dumps, raft building areas and mill-side handling zones. This shall be required for both floating and sinking particles.
13. Log dumps shall not be located in rapidly flowing waters or other water zones where positive bark and debris controls cannot be made effective.
14. Accumulations of bark and other debris on the land and docks around dump sites shall be kept out of the water.
15. Whenever possible, logs shall not be dumped, stored, or rafted where grounding will occur.
16. Where water depths will permit the floating of bundled logs, they shall be secured in bundles on land before being placed in the water. Bundles shall not be broken again except on land or at mill sites.

### **Natural Environment**

1. Ports, water dependent and water-related industry are not permitted in the Natural Environment.

### **Conservancy Environment**

1. Ports, water dependent and water-related industry are not permitted in the Conservancy Environment EXCEPT lumber mills and areas for water storage and handling of logs and processing of aquacultural crops may be permitted upon the issuance of a conditional use permit. (Ord. 82-011 adopted March 3, 1982)

### **Rural Environment**

1. Ports, water dependent and water-related industry are not permitted in the Rural Environment EXCEPT that areas for dry land and water storage and handling of logs and processing of aquacultural crops may be permitted upon the issuance of a conditional use permit. (Ord. 82-011 adopted March 3, 1982)

### **Suburban Environment**

1. Ports, water dependent and water-related industry are not permitted in the Suburban Environment, except processing of aquacultural crops may be permitted upon the issuance of a conditional use permit. (Ord. 82-011 adopted March 3, 1982)

### **Urban Environment**

1. Ports, water dependent and water-related industry including processing of aquacultural crops are permitted in the Urban Environment and subject to the General Regulations except that developments along North Creek shall conform to Section 3(b) of the Environmental Designation Map Descriptions at Page E-19. (Sec. 4 of Ord. 83-055 adopted 5-23-83; Ord. 82-011 adopted 3-3-82)