Appendix H

Local Policies Governing Land and Shoreline Use

Aberdeen

The City of Aberdeen's 2001 *Comprehensive Land Use Plan* is available at:
http://aberdeenwa.gov/pdf/2001_comp_plan.pdf.

Land Use Element

Description

The City of Aberdeen, over the last two decades, has been subject to unplanned economic restructuring created by an erosion of the underlying economic base of timber processing and commercial fishing. Land use issues, as a result, became intertwined with economic issues. The economy needed to diversify, with an emphasis placed during this transition period on the retention of existing businesses, relocate existing businesses into the area, and encouraging the start-up of new business. The economy will continue to transition from resource-based activities to those of a regional service and retail provider. Aberdeen's needs for various land uses are substantial, and result in significant changes that reflect this transition period.

Groupings of similar or compatible industrial uses can improve the flow of shipping and employment traffic, as well as allowing firms to share facilities and services. Groupings also help reduce land use conflicts with less-intensive uses.

Heavy industries, such as wood processing, machinery manufacturing, mining operations, and port facilities, may have multiple impacts that are more complicated to mitigate, such as heavy truck traffic, noise, vibration, light, glare, and odors. These impacts can best be controlled when heavy industries are separated from residential and commercial uses.

The Industrial area should provide the opportunity for intensive heavy industrial uses or large-scale manufacturing uses in appropriate locations, and reserve the limited amount of industrial lands within Aberdeen for industrial uses.

Industrial Development Policies

L-300 Industrial development should be grouped with similar or compatible use to in areas that limit land use conflicts, improve traffic flow and safety, and allow businesses to share public facilities and services.

L-301 Uses that generate significant non-industrial auto and pedestrian traffic during industrial working hours should be discouraged from locating in industrial areas, if such traffic would be incompatible with the industrial uses.

L-500 Industrial development should be designed to be compatible with adjoining uses. Off-site impacts, such as noise, odor, light and glare, and vibration should be mitigated through the pollution control measures, setbacks, landscaping, and other best management practices.

Unsightly views of parking areas, loading areas, and storage areas should be screened from adjacent office, retail and residential uses.

L-501 Areas where the allowed uses could have a major adverse effect which cannot be lessened are unsuitable for the Industrial area designation.

L-502 Industrial development should have direct access from principal arterials or state routes. Access points should be combined and limited in number to allow for adequate levels of service on arterials. Access through residential areas should be discouraged.

Economic Development Element

Description

As mentioned previously, the City of Aberdeen, over the last two decades, has been subject to unplanned economic restructuring and, as a result, land uses became intertwined with economic issues. The economy will continue to transition from resource-based activities to those of a regional service and retail provider. Aberdeen's needs for various land uses are substantial, and result in significant changes that reflect this transition period.

The City's economic diversification strategy is based on the retention of existing businesses while working to provide a reliable level of public services, which encourages private sector development.

Industrial Development Policies

E-090 New industrial firms should be encouraged to locate within the City of Aberdeen and in the Grays Harbor area.

E-091 The expansion of existing industrial uses is encouraged in appropriate areas.

E-092 A full range of industrial uses should be allowed and encouraged to increase economic diversity.

E-093 The prime industrial land within Aberdeen and the region should be designated and reserved for industrial uses in a manner consistent with the directives provided by the 1990 Overall Economic Development Program and the 1989 Industrial Lands Study for the Grays Harbor region.

Housing and Community Development Element

Description

Employment in Aberdeen is more dependent on forestry, fisheries, personal services, and manufacturing than the state as a whole. While employment in agriculture, forestry, fisheries, social services, personal services, and producer services increased, jobs in manufacturing, construction, and distributive services declined.

Unemployment in Aberdeen and Grays Harbor County consistently exceeds the state average and has remained high throughout the 1990's. Taxable retail sales also indicate poor economic performance. Aberdeen has experienced a loss in taxable retail sales for the past two years.

According to Aberdeen residents, the major barriers to economic development in their community are:

1. Community attitudes about change and growth.
2. City government.
3. The lack of employment and family wage jobs.
4. Low educational levels among workers and inadequate educational and training programs.
5. The need to recruit more businesses to the area.
6. Environmental issues.

Community Development Policies

H-409 The City should support programs that are designed to attract new businesses and industries to the City by increasing or emphasizing:

a. Local worker skill levels;
b. Suitably zoned lands for a wide range of business types;
c. State of the art telecommunications services;
d. Access to state and federal development assistance resources; and
e. Availability of adequate transportation, sewer, water, and electrical infrastructure.

Transportation Element

Description

A majority of the transportation corridors that provide access from industrial properties to the State transportation system are located within areas that were historically designed to provide service for a mix of commercial and residential properties. It is essential that the transportation system continue to be improved to decrease the transport time from these industrial sites to their markets. The City of Aberdeen, the Washington State Department of Transportation, Grays Harbor County, and the adjacent municipalities must continue to improve the industrial transportation system as an essential component of our economic development policies.

The deep-water port of Grays Harbor affords the City of Aberdeen a substantial degree of economic opportunity associated with international trade.

Rail service in the City of Aberdeen is an essential component of the regional transportation system, as it provides reliable access for the Port of Grays Harbor and local manufacturing facilities to regional, national, and international markets.

Industrial Transportation System Policies

T-081 Development approval processes, such as rezones, subdivisions, and building permit processes, should be used to obtain rights-of-way and the construction of transportation improvements required by the policies of this Plan.

T-083 The truck route system should be designed to ensure that ample truck access is provided to industrial areas while minimizing transportation impacts on residential and commercial areas.

T-084 Private industrial haul roads are encouraged in appropriate areas to provide an increased level of access to industrial areas and minimize impacts on other uses.

T-085 Truck routes and industrial haul roads should be within industrial areas whenever possible, and designed and constructed to minimize impacts on nearby uses and natural resources.

Port and Moorage Facility Policies

T-090 The City of Aberdeen and the Port of Grays Harbor should coordinate land use, economic development, and public facility policies, decisions, and actions which impact both jurisdictions.

T-091 The City should support the continued maintenance and improvement of the Grays Harbor Navigation Channel.

T-092 The City should support the ongoing maintenance of the Grays Harbor Navigation Channel.

T-093 The development and maintenance of deep-water marine shipping terminals is encouraged in the industrial and waterfront development zoning districts.

T-095 The City and the Port of Grays Harbor should consider the preparation of a coordinated interagency multi-year service and location analysis of port capital facilities. The analysis should include rail and truck freight movement for use in assessing transportation system adequacy and land use compatibility and availability for current and future port needs.

T-096 The City and the Port of Grays Harbor should coordinate development and transportation programs for consistency with both the City's Comprehensive Plan and the Port's Industrial Properties Master Plan.

Railroad Transportation System Policies

T-100 Automobile and pedestrian railroad crossings should be limited to maintain rail safety and efficiency. Rail crossings which are not necessary for automobile or pedestrian circulation should be closed. Rail crossings should be signalized and improved to facilitate pedestrian and vehicle safety.

T-101 The railroad should be encouraged to maintain, upgrade and extend rail service within Aberdeen and Grays Harbor County. Alternatives to any proposed rail abandonment for spurs which serve existing industries or planned industrial areas should be thoroughly explored.

T-102 Regional freight terminals should provide screening and buffering to reduce their visual impact on surrounding land uses. Off-site impacts, such as increased traffic congestion or air and noise pollution, should be mitigated.

Natural Resource Element

Description

This Chapter establishes policies to guide planning and the conservation of valuable forest lands, farmlands, mineral resources and waterways, and to encourage and promote their productive management by resource industries. The City recognizes that healthy resource industries are essential to the conservation of resource lands and waters.

The Grays Harbor Estuary, the Chehalis River, the Wishkah River, the Wynoochee River, Alder Creek, Devonshire Slough, Division Creek, Fry Creek, Mill Creek, Miller Slough, Shannon Slough, Stewart Creek, and Union Slough combine to provide the City of Aberdeen with a unique habitat for resource industries. Aquaculture resource waters are water and the underlying aquatic lands primarily devoted to shellfish harvesting and commercial fishing and which have a long-term commercial significance for harvesting and fish production.

The waterfront development policies outline and describe directions for governmental action and decision making to implement the waterfront development goals. The policies are also applied to specific projects through zoning conditional use reviews, special use permit reviews, rezone ordinances, State Environmental Policy Act reviews, discretionary administrative reviews, long and short subdivision reviews, and reviews of shoreline permit applications.

Aqua-Culture Resource Water Policies

N-601 The City should use the commercial and recreational shellfish growing classification of the Washington State Department of Health, the kelp and eelgrass identification system of the Washington State Department of Natural Resources, and the important habitat and species classification and designation of the Washington State Department of Fish and Wildlife, in the process for determining and mapping aqua-culture resource lands.

N-602 Development adjacent to all waters of the state should be consistent with the policies of the City's Shoreline Master Program and the Grays Harbor Estuary Management Plan.

N-603 The City should participate in Chehalis River basin-wide planning efforts to coordinate private and public sector development activities to facilitate increased awareness of the resource and to actively address issues related to water quality, habitat value and function, and flooding.

N-604 The City should work with Washington State, Grays Harbor County, the Quinault Indian Nation, the City of Hoquiam, the City of Cosmopolis, the Port of Grays Harbor, special purpose districts, and the private sector to coordinate those land use actions which would impact the ability of the Chehalis River watershed and the Grays Harbor estuary to function as a resource water.

Downtown and Waterfront Development Element

Description

One of Aberdeen's most important economic and natural resources is the City's waterfront. The waterfront is used for fishing, recreation, commercial uses, and industrial uses. Grays Harbor is the

only deep water port on the Washington Coast. Aberdeen has many different types of waterfront areas, including the habitat areas of the Chehalis River, the Wishkah River, and Grays Harbor. Lake Aberdeen, a freshwater lake, is also with the City's corporate limits. Aberdeen also has several creeks and sloughs, including Alder Creek, Devonshire Slough, Division Creek, Fry Creek, Shannon Slough, Mill Creek, Miller Slough, Stewart Creek, Union Slough, and Wilson Creek.

Waterfront Development Policies

W-010 Waterfront development within the City should be consistent with the findings, conclusions and recommendations contained in the City of Aberdeen's Shoreline Master Program, the Grays Harbor Estuary Management Plan, the 1991 East Aberdeen Waterfront Walkway Plan, the Port of Grays Harbor's 1996 Aberdeen Landing Master Development Plan, the Port of Grays Harbor's 1996 Industrial Properties Master Plan, the City's Report 13: The Local Economy study document, the Washington State Department of Transportation's 1997 Washington Coastal Corridor Master Plan, the 1987 East Aberdeen Waterfront Redevelopment Plan and Market Study, and the 1981 Revitalization Potentials on the Grays Harbor Waterfront report.

W-011 New developments fronting upon the water should provide appropriate levels of public access. The access should be provided as condition of any discretionary land use approvals granted for the property where an access is identified, or where appropriate through a combination of private and public funding.

W-012 Public access is necessary to continue the public use of the public shorelines of the City of Aberdeen. The protection and development of this access is found to be in the public interest of the City of Aberdeen.

W-013 Waterfront access should be provided as condition of any discretionary land use approval granted for a property where a proposed development would:

a. Generate increased demand for waterfront access; or

b. Reduce public access to the waterfront.

Open Space and Critical Areas Element

Description

The City of Aberdeen's wide variety of natural features include lands that can accommodate extensive development, as well as lands where development must be carefully planned or sized to maintain environmental quality. This section describes the natural features requiring special consideration in land use decisions to reduce hazards and prevent adverse environmental impacts.

Critical Area Policies

O-200 Land use actions should consider natural constraints, such as wetland areas, aquifer recharge areas, frequently-flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas as part of any decision-making process.

O-201 The City should prepare detailed mapping, to scale, which identifies known critical areas. The mapping should be for informational or illustrative purposes only, and should require additional field verification prior to any regulatory action.

O-202 The need to protect sensitive features should be incorporated into site planning when environmentally sensitive areas are discovered through the technical review process of a development proposal. Development plans should ensure that structures locate on unconstrained portions of the site whenever feasible, and that clustering, if approved, is compatible with surrounding uses. These considerations may result in a reduction of density from that otherwise allowed by the underlying zoning district.

Wetland Areas Policies

O-210 Wetlands important for flood control, drainage, water quality, aquifer recharge, visual or cultural values or habitat functions should be preserved or enhanced.

O-211 The City should utilize both the United States Federal Manual for Identifying and Delineating Jurisdictional Wetlands and the United States National Wetlands Inventory Map as baseline information sources for regulatory actions involving wetland areas.

Aquifer Recharge Areas Policies

O-220 Groundwater recharge areas should be identified and protected to ensure that groundwater resources are protected from potential pollution.

O-221 The City should utilize both the United States Safe Drinking Water Act and the Washington State Groundwater Management Program as baseline information sources for regulatory actions involving aquifer recharge areas.

Frequently Flooded Areas Policies

O-230 The natural flood storage function of floodplains should be preserved. Non-structural methods should be emphasized in planning for flood prevention and damage reduction. New development or land modification in 100-year floodplains should be designed to maintain natural flood storage functions and minimize hazards.

O-231 The City should utilize both the United States Federal Emergency Management Agency policies and the United States National Flood Insurance Rate Map as baseline information sources for regulatory actions involving floodplain areas.

Geologically Hazardous Areas Policies

O-240 Geologically hazardous areas should be classified as those susceptible to one or more of the following types of hazards:

a. erosion hazard;

b. landslide hazard;

c. seismic hazard;

d. other geologic events, such as coal mine hazards.

O-241 The City should utilize both the United States Soil Conservation Service policies and the United States Department of Agriculture's Soil Survey of Grays Harbor Area, Pacific County, and Wahkaikum County, Washington as baseline information for regulatory actions involving geologically hazardous areas.

O-242 Land uses on steep slopes should be designed to prevent property damage and environmental degradation, provide open space, and enhance wildlife habitat values.

O-243 Development intensity, site coverage and vegetation removal should decrease as slope increases to mitigate for problems of drainage, erosion, siltation and landslides.

O-244 Severe landslide hazard areas should be free of development and roads unless proven to be engineered to reduce adverse impacts.

O-245 Native ground cover should be retained or replaced after construction in areas subject to erosion hazards, with special construction practices used and allowable site coverage reduced to prevent erosion and sedimentation. Limitations on the time site work may be undertaken may also be appropriate.

O-246 Special building design and construction should be used in areas with severe seismic hazards to minimize the risk of structural damage, fire and injury to occupants, and to prevent post-seismic collapse.

O-247 Builders should conduct special studies, prior to development in severe seismic hazard areas, to evaluate seismic risks and should use appropriate mitigation measures to reduce identified risks.

Fish and Wildlife Habitat Conservation Areas Policies

O-250 The City should utilize both the Washington State 1994 Water Quality Assessment report and the Washington State Forest Practice Base Maps as baseline information for regulatory actions governing fish and wildlife habitat areas.

O-251 Private development and public actions should maintain adequate flows in rivers, streams, and sloughs to protect fisheries and recreation resources.

O-252 Development within designated shoreline jurisdictions should:

a. Preserve the value and function of the water and shoreline;

b. Avoid natural hazards;

c. Promote visual and physical access to the water; and

d. Preserve navigation rights.

O-253 Water quality, natural drainage, fish and wildlife habitat, and aesthetic functions of rivers, streams, sloughs, and the harbor should be protected.

O-254 New development adjacent to rivers, streams, sloughs, and the harbor should preserve an undisturbed corridor wide enough to maintain natural bankline and wetland functions.

O-255 Natural stream and slough channels should be preserved, protected and enhanced for their hydraulic, ecological and aesthetic functions through development regulations, land dedications, easements, tax incentives, or acquisition.

O-256 River, stream and slough channels should not be placed in culverts unless absolutely necessary for property access. Bridges are preferred for these crossings, and such crossings should serve several properties to reduce the disruption to these waters and their banklines. Oversized culverts, designed to facilitate fish passage, which maintain channel width and grade should be used when culvert installation is necessary.

O-257 Degraded river, stream and slough channels and banklines should be rehabilitated by public programs and by new development to maintainwater quality and prevent further erosion problems. The channels and associated bankline areas should be restored to their natural state where conditions permit.

O-258 Water quality should be protected and enhanced. Land development should preserve the amenity and ecological functions of water features.

O-259 Water resources should be managed for multiple uses, including recreation, fish and wildlife habitat, flood protection, erosion control, water supply, energy production, and open space. Use of water resources for one purpose should, to the fullest extent possible, preserve opportunities for other uses.

Utilities Element

Description

The City of Aberdeen is one of only two Washington State municipal utilities that provides industrial-grade water. The Wynoochee River watershed serves as the source of supply for industrial sites located both within the City and the adjacent municipalities of Cosmopolis and Hoquiam. This supply system, which has a 100 million-gallon per-day capacity, provides the City with a water resource opportunity to create increased industrial development opportunities within the City and in areas immediately adjacent to the City.

Industrial Water Service Policies

U-301 The City of Aberdeen should establish, with the cooperation of the utility users, an equitable rate structure that allows for ongoing maintenance and improvements to deteriorated sections of the conveyance system.

U-302 The City should explore state and federal funding sources for system extensions to serve new utility customers.

U-303 The City should explore interlocal agreements with special purpose districts and the county concerning opportunities for the operation of the utility as a regional industrial water purveyor.

Hoquiam

The City of Hoquiam's 2009 *Comprehensive Land Use Plan* is available at http://cityofhoquiam.com/pdf/lup.pdf.

Future Land Use Element

Development Strategy, Industrial District

Ensure a diverse manufacturing and manufacturing-related base for Hoquiam by designating lands appropriate for intensive industrial activities.

The communities of Hoquiam, Aberdeen, and Cosmopolis collectively create "The Harbor," the historic manufacturing center of Grays Harbor County. Today, that role continues in Hoquiam, despite the exodus of several large manufacturing businesses over past 20 years. Although the wood products industry remains as a major contributor to the local economy, there have been recent major strides in industrial diversification. The greatest opportunities for industrial growth in Hoquiam remain facing the Grays Harbor Estuary.

Land Use Action Steps

3.1.A Create an Industrial District for land uses associated with extraction, processing, transportation, distribution, and wholesale activities.

3.1.B Industrial District lands have access to maritime, rail, aeronautical, and/or truck transportation systems.

3.1.C The district allows a mix of support activities as accessory uses in the district, such as offices, transshipment facilities, warehousing, and uses that benefit employees.

3.1.D Maintain the separation of industrial activities from residential and commercial uses with the use of buffers or transitional uses, such as heavy commercial/light industrial uses, parks, and community facilities.

3.1.E The location of industrial activities serving regional needs and requiring access to rail and marine links are most appropriate along the Grays Harbor Estuary shoreline south of the Simpson Avenue Bridge.

Development Strategy, Industrial Development and Infrastructure

Maintain existing and promote future industrial development through infrastructure planning.

The availability of public facilities and services is essential for retaining existing industrial uses and attracting new ones. The city should manage its infrastructure to reserve capacity for future industrial growth or build facilities capable of expansion if needed.

Land Use Action Steps

3.3.A Plan for reserves within the city's sewer and water systems for serving future industrial growth as demand occurs.

Environmental Management Element

Development Strategy, Wetlands

Protect wetlands to preserve their value for flood and stormwater control, improving ground and surface water resources, and fish and wildlife habitat.

Land Use Action Steps

6.1.A The 1997 City of Hoquiam Wetland Inventory delineates the general location of wetlands within the city. The Washington State Wetlands Identification and Delineation Manual (Ecology Publication #96-94) is the guiding document to determine the extent of wetland boundaries. The Washington State Wetlands Rating System for Western Washington (Ecology Publication #04-06-025) is the guiding document for determining the resource value of wetlands.

6.1.B The city requires development activities to mitigate impacts to wetlands by implementing buffer requirements appropriate to their value. The city relies on the best available science to determine buffer widths. Currently, the Washington State Wetlands Rating System for Western Washington will serve as a guiding document for determining buffer widths.

6.1.C The city encourages flexibility in determining wetland buffer widths. Assessments conducted by qualified experts may show the need for greater or lesser distances provided in the Washington State Wetlands Rating System for Western Washington to protect wetland values.

6.1.D The city maintains a goal of no-net loss of wetlands. However, limited development of wetlands is possible if no practical alternative exists for locating a project elsewhere or if protection precludes any reasonable use of the property. Loss or alteration of wetlands requires replacement mitigation of equal or greater value.

6.1.E The city supports efforts for restoring degraded wetlands to increase their value for flood control and habitat for fish and wildlife. This includes restoring connectivity to rivers and streams cut-off by past development.

6.1.G Encourage the preservation of wetlands on private property by allowing density and dimensional bonuses.

Development Strategy, Geologically Hazardous Areas

Regulate development activities in geologically hazardous areas to protect the public health, safety, and welfare.

Most geologically hazardous areas are not suitable for residential, commercial, or industrial development and may impact adjacent properties as well. It is in the community's interest to manage development in and around these areas carefully to minimize risk to life and property.

Land Use Action Steps

6.2.A Require development proposals on soils with moderate or severe slopes to undergo geo-technical analysis to ensure the safety of on-site and area property owners. Prohibit development on slopes 40% or more in grade.

6.2.B Limit development on soils with slopes greater than 15% or severe erosion hazard by encouraging the preservation of open space. Use cluster development or density and dimensional bonuses as incentives to developers to avoid geologically hazardous areas.

6.2.C Minimize and control soil erosion during and after construction by using best management practices and retaining native vegetation to the greatest extent practical.

6.2.D Preserve natural topographic, geologic, and hydrological features to the greatest extent possible to prevent erosion and slope instability.

6.2.E Encourage the retention of open space in geologically hazardous areas by allowing density and dimensional bonuses.

6.2.F Preserve natural vegetation along the top, toe, and sides of steep slopes in excess of 40% in grade.

6.2.G The city will coordinate with the Department of Natural Resources all Forest Practices Application Permits to ensure that harvest and road building activities do not create unstable slopes or severe erosion within geologically hazardous areas.

6.2.H Encourage essential public facilities to either locate outside of geologically hazardous areas or upgrade structures to withstand potential loss in the event of earthquake.

Development Strategy, Fish and Wildlife Conservation Areas

Protect Fish and Wildlife Habitat Conservation Areas through incentives, restoration efforts, and development regulations.

Land Use Action Steps

6.3.A Coordinate development review with state and federal fish and wildlife agencies and organizations to protect critical habitat.

6.3.B Protect the function of fish and wildlife conservation areas by requiring appropriate buffers.

6.3.C Prepare a study that identifies and delineates fish and wildlife conservation areas in Hoquiam that includes migration corridors that prevent the isolation of habitats. Maintain the accuracy of this information through regular updates.

6.3.D Allow density and dimensional bonuses for private property owners as incentives for protecting fish and wildlife habitat conservation areas and corridors.

6.3.E Encourage and facilitate programs and projects leading to restoration of fish and wildlife habitat areas in the city. The city adopts by reference the Chehalis Basin Salmon Habitat Restoration and Protection Plan for WRIAs 22 and 23 to assess the needs of salmon within the Hoquiam River and its tributaries.

6.3.F Integrate the protection of fish and wildlife habitat conservation areas with other city, state, and federal regulations to ensure a comprehensive approach.

Development Strategy, Frequently Flooded Areas

Protect the health, safety, and welfare of Hoquiam by minimizing the threat of flooding and flood-related damage.

Land Use Action Steps

6.4.A Maintain the city's participation and rating in the National Flood Insurance Program by requiring development to meet minimum program requirements.

6.4.B Continue to work with the National Flood Insurance Program to update the Flood Hazard Map of the city.

6.4.C Prohibit any development within the floodway that would reduce the capacity of the floodway.

6.4.D The city may require studies as part of the state environmental review process and require mitigation measures for new development within frequently-flooded areas. Mitigation may include flood storage improvements, flood-proofing of structures, and elevating structures.

6.4.E Use the most recent Stormwater Management Manual for Western Washington to set stormwater management requirements for new and expanded developments.

6.4.F When practical, require the use of natural systems over the installation of engineered structures, impoundments, or other engineered alterations for protecting development in frequently flooded areas.

6.4.G Integrate flood control measures with projects that benefit fish and wildlife conservation areas and wetlands.

Development Strategy, Surface Waters

Protect and manage surface water quality within the city.

Land Use Action Steps

6.5.A Manage future development within the city to maintain historic stormwater discharge rates and volumes into surface waters. Use the most recent Stormwater Management Manual for Western Washington to set stormwater management requirements for new and expanded developments.

6.5.B Mitigate impacts to surface waters created by stormwater runoff through the development of regulations and incentives that maintain water quality and quantity.

6.5.C Increase the number of opportunities along Hoquiam's fresh and marine waterfronts for public access. The city, in partnership with community groups, should facilitate the development of a public access plan that would identify potential access points, trails, and strategies for making them possible.

6.5.D Promote restoring degraded riparian areas that benefit fish and wildlife by encouraging projects and providing incentives to property owners.

Transportation Element

Development Strategy, Balanced Transportation Systems

Design a balanced and integrated transportation system consistent with the needs of residential, commercial, and industrial land uses.

Land Use Action Steps

8.1.D Retain and promote commercial and industrial development by maintaining and improving access to an integrated system of highway, rail, marine, and aviation links.

8.1.F Support the Port of Grays Harbor and other private property owners in maintaining and improving marine-related transportation links.

Development Strategy, Transportation Improvements

Design and implement safe and efficient transportation improvements.

Land Use Action Steps

8.2.A Prepare a study examining the possibility of constructing a bridge over the Hoquiam River to connect North Hoquiam at or near the current railroad bridge. The eventual completion of the bridge is critical for ensuring emergency access to and encouraging future development in the Woodlawn area.

8.2.B The city adopts a Level of Service standard of C or better for designing city locals, collectors, or arterials and evaluating development impacts to traffic.

8.2.L Upgrade railroad crossings and tracks within rights-of-way to improve traffic safety and street conditions. Work with the Puget Sound and Pacific Railway to reduce and minimize traffic delays created by trains.

Public Facilities and Services Element

Development Strategy, Meeting Future Demands

Provide effective and efficient public facilities and services that meet current and future population demands.

Land Use Action Steps

9.1.D Provide public facilities and services for new development in a timely manner so adequate facilities are available when development occurs.

9.1.E The city shall not approve any development that creates future conditions that will reduce the capacity of existing public facilities and services from meeting adopted minimum level of service standards.

9.1.F Schedule and phase utility extensions to occur concurrently with expected new development.

Development Strategy, New Development

Establish public facilities and services requirements for new development within the city.

Land Use Action Steps

9.2.A All new development shall connect to the city water system.

9.2.B All new development shall connect to the city sewer system.

9.2.C Future development shall provide water, sewer, and storm drainage service as outlined in respective system plans.

9.2.D Create incentives that encourage alternative green development standards that reduce impacts to water, sewer, and stormwater systems and promotes their conservation.

Development Strategy, Emergency Planning

Ensure the long-term function and safety of providing public facilities and services during times of emergency.

Land Use Action Steps

9.4.A Prepare a City of Hoquiam element to the Grays Harbor County All-Hazards Mitigation Plan that examines potential impacts to public facilities and services and makes recommendations for protecting critical city assets.

9.4.B Construction of future public facilities and services should avoid critical areas if practical.

9.4.C Plan for and coordinate with other local, state, and federal jurisdictions in providing public utilities and services during emergencies.

Parks and Open Space Element

Development Strategy, Managing Open Spaces

Manage Hoquiam's land base to assure an adequate supply of diverse open space for recreation and protection of critical areas.

Land Use Action Steps

11.2.A Encourage the retention of open space critical areas within the city, particularly in relation to wetlands, geologically hazardous areas, and fish and wildlife conservation areas.

11.2.B Use critical area ordinances and development incentives as tools to preserve open space on private property within the city limits.

Economic Development Element

The City of Hoquiam is undergoing an economic transition that is seeing new types of industrial activities come to the waterfront, growing opportunities for tourism, and significant challenges to the retail sector. Currently, there is steady progress happening that eventually will return Hoquiam to its former economic position in the county. Therefore, it is essential that the Comprehensive Land Use Plan support, sustain, and nurture the community's economic rebirth.

Development Strategy, Framework for Economic Development Planning

Provide a comprehensive framework that will encourage the creation of a diverse and strong local economy.

Hoquiam has been undergoing a comprehensive community and economic development planning process since 2005 and has identified a series of strategies and action steps for change.

Land Use Action Steps

12.1.A The Comprehensive Land Use Plan adopts by reference the Hometown Hoquiam Phase 2 Economic Development Strategic Action Plan: 2008-2012.

Development Strategy, Managing the Development Review Process

Ensure that the Comprehensive Land Use Plan furthers the city's economic development efforts.

To be effective as an economic development tool, the Comprehensive Land Use Plan needs to undergo continual review, analyzed with current events in the city, and adjusted accordingly to continue to meet the vision of this plan and the other plans adopted by reference.

Land Use Action Steps

12.2.B Development review through the plan and its implementing regulations should be as streamlined as possible without sacrificing thoroughness.

12.2.C The city should explore using performance standards rather than standard specifications within its development regulations to encourage innovation and flexibility.

12.2.D Annually review land development applications to evaluate the effectiveness and efficiency the Comprehensive Land Use Plan at addressing the development review process.