

THE CITY OF WESTPORT COMPREHENSIVE PLAN



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City of Westport

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Comprehensive Plan Review and Update 2019

The City of Westport Planning Commission began their review of the draft update to the 2013 Comprehensive Plan that was put together in conjunction with the University of Washington Department of Urban Design in Planning in November 2019. This draft update was developed after an extensive year long partnership between the City of Westport and the University of Washington. The primary focus of this update was to integrate hazard mitigation strategies based on the Grays Harbor County Multi-Jurisdictional Hazard Mitigation Plan 2018 Update; Westport Annex. This was achieved through extensive analysis of the Grays Harbor County Hazard Mitigation Plan, community outreach in the form of multiple city staff and general public open houses, meetings, and workshops, and analysis of case studies of hazard mitigation integration

Since the completion of the tsunami vertical evacuation building at Ocosta Elementary School in 2016 the Westport City Council and the community has expressed interest in further planning for community resilience against natural disasters. In response to this a collaboration proposal was sent to Westport City Council from Prof. Abramson from the University of Washington Department of Urban Design and Planning in July 2018. The collaboration proposal was also sent to the Westport Tsunami Safety Committee in August 2018. A memorandum of understanding was signed by Mayor Bearden and Prof. Abramson on September 5th, 2018. From there the University of Washington Urban Design & Planning studio team began work in October 2018 on developing recommendations for the update of the City of Westport Comprehensive Plan.

The process for developing the recommendations included a great amount of community outreach and collaboration with City of Westport staff. This began with a public forum in September 2018, with visiting faculty and students from Tohoku University of Sendai, Japan on the 2011 earthquake and tsunami. In October the studio team visited Westport and met with City staff and visit several locations in Westport. On November 5th, 2018, a virtual meeting was held to review hazard scenarios to be presented to the public and discuss the forthcoming public meeting. On November 16th, 2018 the first workshops was hosted at McCausland Hall in Westport. The workshop was a closed workshop for partners in the project and City staff and used WeTable as a platform to gather information. The second workshop with open to members of the public and was hosted at Ocosta Elementary School the following day.

Following the partners and public workshops in late November, 2018 the studio group returned to Seattle to regroup and analyze the data collected from the workshops. This data was collated and presented in the form of a group report, power point presentation, and individual posters for each element of the City of Westport Comprehensive Plan. This was presented to the steering committee of the project at McCausland Hall on December 7th, 2018. The following day the posters were presented to the public at a public open house at the Tackle Box in downtown Westport.

In the year since the final public engagement activity members of the studio team have been working to finalize the draft report of the recommendations for the City of Westport's Comprehensive Plan Update. This report has served as the basis for the update to the Comprehensive Plan. The draft recommended updates for the Comprehensive Plan were sent to the planning board on November 19th, 2019 for discussion at the planning board meeting on November 20th, 2019. Prof Abramson presented the draft Comprehensive Plan update during this meeting and took part in the discussion and question and answers session that followed.

It was agreed that further time was needed for members of the committee to provide comment on the proposed updates.

Following the initial review by the City of Westport Planning Commission Resolution #189 was passed making recommendation to Westport City Council to adopt the Comprehensive Plan Update.

The schedule of meetings that were held is listed in Table 1 and the Commissioners and review committee are listed below:

- Commission members involved in the review and update of this plan included Chair William Leraas, , members Rose Jensen, Jim Mankin, Jeff Pence and George Prigmore. City Staff involved in the review and update included Public Works Director/City Administrator Kevin Goodrich, Secretary Michelle Gooch

TABLE 1

LEGISLATIVE BODY	DATE	TIME	Meeting Type
Planning Comm	April 16, 2019	5:30pm	Regular
Planning Comm	May 21, 2019	5:30pm	Regular
Planning Comm	June 18, 2019	5:30pm	Regular
Planning Comm	July 16, 2019	5:30pm	Regular
Planning Comm	August 20, 2019	5:30pm	Regular
Planning Comm	September 17, 2019	5:30pm	Regular
Planning Comm	October 15, 2019	5:30pm	Regular
Planning Comm	November 19, 2019	5:30pm	Regular
Planning Comm	December 17, 2019	5:30pm	Regular
Planning Comm	February 18, 2020	5:30pm	Regular
Council	March 9, 2020	7:00pm	Regular
Council	April 27, 2020	7:00pm	Regular
Council	June 17, 2021	1:00pm	Regular
Council	July 12, 2021	7:00pm	Regular
Council	July 12, 2021	7:00pm	Public Hearing

PLANNING PROCESS, PUBLIC INVOLVEMENT AND LEGISLATIVE ADOPTION

In accordance with the Revised Code of Washington (RCW) 35A.63.070 through 35A.63.073 the process for approving any comprehensive plan amendments are as follows:

RCW 35A.63.070

After preparing the comprehensive plan, or successive parts thereof, as the case may be, the planning agency shall hold at least one public hearing on the comprehensive plan or successive part. Notice of the time, place, and purpose of such public hearing shall be given as provided by ordinance and including at least one publication in a newspaper of general circulation delivered in the code city and in the official gazette, if any, of the code city, at least ten days prior to the date of the hearing. Continued hearings may be held at the discretion of the planning agency but no additional notices need be published.

RCW 35A.63.071

Upon completion of the hearing or hearings on the comprehensive plan or successive parts thereof, the planning agency, after making such changes as it deems necessary following such hearing, shall transmit a copy of its recommendations for the comprehensive plan, or successive parts thereof, to the legislative body through the chief administrative officer, who shall acknowledge receipt thereof and direct the clerk to certify thereon the date of receipt.

RCW 35A.63.072

Within sixty days from its receipt of the recommendation for the comprehensive plan, as above set forth, the legislative body at a public meeting shall consider the same. The legislative body within such period as it may by ordinance provide, shall vote to approve or disapprove or to modify and approve, as modified, the comprehensive plan or to refer it back to the planning agency for further proceedings, in which case the legislative body shall specify the time within which the planning agency shall report back to the legislative body its findings and recommendations on the matters referred to it. The final form and content of the comprehensive plan shall be determined by the legislative body. An affirmative vote of not less than a majority of total members of the legislative body shall be required for adoption of a resolution to approve the plan or its parts. The comprehensive plan, or its successive parts, as approved by the legislative body, shall be filed with an appropriate official of the code city and shall be available for public inspection.

RCW 35.63.073

All amendments, modifications, or alterations in the comprehensive plan or any part thereof shall be processed in the same manner as set forth in RCW 35A.63.070 through 35A.63.072.

In addition, after the approval by the legislative body, the plan must be provided to the County Assessor's office according to the following:

RCW 35A.63.260

By July 31, 1997, a code city planning under RCW 36.70A.040 shall provide to the county assessor a copy of the code city's comprehensive plan and development regulations in effect on July 1st of that year and shall thereafter provide any amendments to the plan and regulations that were adopted before July 31st of each following year.

CHAPTER 1

INTRODUCTION

A comprehensive plan is the basic foundation for local planning. It lays out a community vision and priorities and describes where, how, and in some cases when development will occur. It is adopted by the city as flexible guidelines for policymakers, land managers, and land users about how to conserve, rehabilitate, or develop an area while addressing land use, transportation, economic development, parks and open space, urban design, and utilities.

The City of Westport Comprehensive Plan represents the official statement by the city council to be used as a policy guide for the physical, economic and social development of the city. The comprehensive plan establishes goals, objectives, and policies for the city upon which future decisions should be evaluated. Among other items, the comprehensive plan should be seen as policy, that is, the communication of the long term values and aspirations.

A. AUTHORITY

Washington State Law (RCW 35A.63.061) requires that a comprehensive plan with an element addressing land use and an element addressing circulation be required for every municipal code city. Chapter 2.24.030 (2) of the Westport Municipal Code states “The planning commission may prepare a comprehensive plan for the physical and other generally advantageous development of the town.” This comprehensive plan functions as the guide to decision making in accordance with the requirements of the state law and municipal code.

B. RELATIONSHIP TO THE 2013 COMPREHENSIVE PLAN UPDATE

This plan reflects an update of the 2013 plan that has guided growth and development in the city for over the last decade. Comprehensive plans are designed to account for a planning horizon of around 20 years and are periodically updated.

This plan update was initiated by the need for Westport to plan for a safe and resilient future against natural hazards – especially the hazards identified as high priorities in the Westport Annex of the Grays Harbor County Hazard Mitigation Plan: earthquakes, tsunamis, erosion, and flooding. A major milestone towards creating a safer and more resilient community to natural hazards was achieved in 2016 when Westport-South Beach became the first community in North America to build a tsunami vertical evacuation structure (at the Ocosta Elementary School). This achievement serves as a key driver for the plan update, which aims to ensure that hazard mitigation planning, conventionally done at the county level, is adequately localized to suit community conditions and harmonized with city-level comprehensive planning. While much of the content of this plan is the same or similar to the 2013 update, there have been significant changes to incorporate further hazard mitigation strategies into each element’s goals, objectives and policies, to bring the plan in line with current conditions, and to update the vision for the City’s future.

C. CHARACTERISTICS OF THE COMPREHENSIVE PLAN:

The comprehensive plan has four general characteristics:

(1) Comprehensiveness, (2) Long Range, (3) Flexibility, and (4) Community Participation and Input.

1. Comprehensiveness

A comprehensive plan, by definition, should be comprehensive in both scope and purpose. The plan should coordinate policy on those geographical and functional elements which have a bearing on physical, social, and economic development.

2. Long Range

Another characteristic of a comprehensive plan is that it is long range and future oriented. It should look towards advancing the community beyond the immediate, to those concerns and possibilities 15 to 20 years in the future. In effect, the comprehensive plan is a long range guide to current, short-range decisions.

3. Flexibility

Because of the long range characteristic of the comprehensive plan, it should also be flexible and general to accommodate shifts in community preferences. The comprehensive plan is also flexible and general in that it only summarizes major policies and does not in itself establish detailed regulatory conditions. The comprehensive plan, however, should not be so general as to lack meaningful direction or guidance to future decision-making.

4. Community Participation and Input

The purpose of the comprehensive plan is not for the elected or appointed officials to tell the citizens what the long term vision is for the development of the city, but to capture the citizens collective vision and implement it. It is essential that all aspects of the planning, development, and implementation of the comprehensive plan and all associated policies and actions actively seek and incorporate citizen participation and input.

D. PURPOSE

The purpose of the Comprehensive Plan is to provide a framework for guiding growth, development, and public decision-making within the City. The Comprehensive Plan is intended to serve a wide range of functions and purposes. The most critical of these are as follows:

1. General Welfare

The Comprehensive Plan serves to promote the general health, safety, welfare, and morals of the community. It does this by establishing guidelines for development and facilitating the adequate provision of public services.

2. Coordination

The Comprehensive Plan promotes and encourages rational, efficient, and coordinated developmental decision-making. Conversely, the comprehensive plan discourages piecemeal, incremental zoning, and subdivision actions. As a planning instrument, the Comprehensive Plan encourages anticipation rather than reaction, and coordination rather than competition. The Comprehensive Plan therefore anticipates and influences the coordinated development of land and buildings.

3. Policy Statement

The Comprehensive Plan also serves as the basis for municipal policy on development, and provides those guiding principles, objectives, and techniques upon which the development of regulations can be assessed and evaluated. The comprehensive plan, then, represents a long range policy statement by the city.

4. Communication

The Comprehensive Plan, as a statement of policy, represents the communication of values within the community. This communication provides all interested parties, whether other public institutions, private developers, businesses, and financial institutions with a general indication of the long range direction the legislative body has established for the community.

E. DEFINITIONS

In the context of this plan document, certain words take on more specific and more definite meanings. The following words are defined so that the reader of this plan may more exactly understand its intent.

1. May, Should, and Shall

- a. **May:** indicates that some action might be undertaken if the official body, after viewing the evidence, decides it is useful or desirable in keeping with this plan. It does not, however, confer any obligation upon the city to undertake, approve, or permit the action.
- b. **Should:** indicates that a particular action will take place unless the official body finds a compelling reason against it.
- c. **Shall:** indicates a mandate, i.e., the particular action must be done.

2. Goals, Objectives, Policies

- a. **Goals:** are the general statements outlining the desired long-term future state towards which the plan aims.
- b. **Objectives:** are the statements of the desired short-term aims of the plan, which reinforce and lend to the goals; the objectives should be taken to be more specific, clearly defined conditions which must be attained in order to accomplish the stated goals.
- c. **Policies:** outline and describe general directions for governmental action, both legislative and administrative, which would implement the preceding goals and objectives.

- 3. **Appropriate:** Refers to those actions, policies, locations, and other decisions which are in conformance with this plan.

F. IMPLEMENTATION

The success of this Comprehensive Plan will depend upon the City's commitment towards implementation. Specific steps which the city should take following adoption of the comprehensive plan are defined more fully in Chapter 11. Nonetheless, at the outset, it is important to emphasize that successful planning requires a continual, on-going process.

The successful implementation of this document will require continual monitoring of the citizen's needs and goals, the development or revision of necessary land use regulations to bring them in conformance with the goals of this plan, and the consistent referencing of this document whenever the legislative body engages in the decision-making process impacting the physical development of the city.

CHAPTER 2

PLAN ORGANIZATION

Given the previous discussion on the background and nature of the Comprehensive Plan, this chapter proceeds to outline in narrative form the content of this comprehensive plan document. While each chapter is prefaced with an introductory discussion, this chapter is intended to establish a setting of this plan's structure and content.

In general, Chapter 1 and this chapter establish the basic framework for this Comprehensive Plan document. These two chapters discuss the plan's need, intent, purpose, and content. As such, these chapters form the background and setting for the subsequent chapters.

The following eight chapters (3-10) specifically address goals, objectives, and policies of the City and, in doing so, represent the central point of reference in this plan. These chapters address specific functional areas which are either required by state law, or which the city has exercised the option to address due to their recognized importance to the community. The final chapter, Chapter 11, discusses the implementation of this plan. Chapter 11 offers recommendations and guidelines for the effective implementation of the goals, objectives, and policies established in the previous chapters.

The following provides a brief summary of each of the remaining chapters' contents.

Chapter 3: Chapter 3 contains the Comprehensive Plan's overall goals and objectives. These overall goals and objectives represent those thematic concerns and issues which pervade the development and rationale of the more specific, functional elements addressed in subsequent chapters.

Chapter 4: Chapter 4 is the Land Use Element which designates the general long term distribution, location, and intensity of land use for the city. This chapter is divided into two components: Goals and Objectives, and the Land Use Plan Map with Designations.

Goals and Objectives: This component of the land use element establishes goals, objectives, and policies for general land use classifications and categories (e.g. residential, commercial). These goals establish the guiding principles for these general land use designations. In addition, beyond establishing goals, objectives, and policies for land use classifications, this section also defines goals, objectives, and policies for the city relating to ground water protection as well as for storm water drainage considerations.

Land Use Plan Map and Designations: This section of the land use element proceeds to apply various land use designations to locations within the city. Thus, a comprehensive land use map (Appendix A) showing the long range intended land use of the City is developed in this part of the plan. For each land use designation, there is a narrative discussion on its purpose, examples of intended uses, and appropriate locations within the city.

Chapter 5: This chapter is the Transportation, Circulation, and Telecommunications Element which meets circulation planning requirements as required by state law. This element identifies the City's circulation goals, objectives, and policies, and also provides a map describing the general alignment, location, and extent of existing and proposed transportation routes. Because of the direct relationship between circulation improvements and land use development, this element should particularly be coordinated with the land use element. As a new feature in the 2019 Comprehensive Plan Update, Telecommunication is

added to this Element because it is increasingly linked with transportation. Many of the services and activities that conventionally involve movement of goods and people may be replaced, augmented, or stimulated by use of telecommunications infrastructure. These services include broadband, cellular, satellite, radio and other wireless transmission, and all their related voice, message, and other data applications.

Chapter 6: Chapter 6 is the Economic Development Element. After several years of stagnation and decline in growth during the end of the last decade, the last several years have seen a sharp decline in the Westport economy as well as that of the surrounding Grays Harbor County region. The need to establish goals and objectives that will enable the City of Westport to continue to support and retain its current businesses while also continuing to attract new businesses to the area is evident. Encouraging redevelopment as a means of improving the environment and diversity of the economy while preserving important undeveloped areas and ecosystem services should be a high priority. Being an optional element incorporated to this comprehensive plan, its inclusion indicates the City's recognized desire to address economic development within the long range comprehensive framework.

Chapter 7: Chapter 7 is the Community Identity and Natural Resource Element. Formerly called "Community Appearance and Natural Resource," the title of this Element is updated to address a broader and more basic set of concerns than appearance only. This element generally addresses the physical appearance of the City, both developed and undeveloped, but also some intangible and non-visual aspects of the community's identity, including its historic heritage and functioning natural ecology, and the way the environment supports social activities. Although perhaps not immediately evident, this element is related to the economic development element. Since the physical appearance, mental image, and values of the developed and undeveloped environment is closely tied to the City's appeal as a tourist oriented destination, it is important to address these aspects of identity as an element to this plan. The betterment of the physical environment, then, is seen as one major way of furthering economic development of the city. It is also important to properly manage the balance of developed and undeveloped areas to meet state and federal requirements, provide adequate protection for the functions and values of the undeveloped area and allow adequate area for development to provide for a healthy economy.

Chapter 8: Chapter 8 is the Area-Wide Development Element. This chapter provides goals, objectives, and policies intended to address the City's impact on the development pattern outside of the city limits, particularly directly to the south. These goals and objectives relate especially to the impact that may be placed upon the provision of public facilities as well as on the local tax base from development beyond the city limits. This Element also addresses the need to coordinate City services with the regional services that it enjoys, including transportation, the Ocosta School District, and the South Beach Regional Fire Authority, as well as certain economic and environmental benefits outside the city limits that are essential to Westport's well-being.

Chapter 9: Discusses the approved Shorelines Master Plan for the City. A copy of the current Shoreline Master Program is included as Appendix C. The master program is required by law to be in conformance with the State's Shoreline Management Act. Any proposed changes are required to be reviewed and approved by the Department of Ecology prior to implementation. The shoreline regulations are included with other zoning requirements in Title 17 of the Westport Municipal Code, and the shoreline goals and policies have been re-located with other goals and policies in this comprehensive plan. This chapter shall be updated in accordance with the schedule for master plan updates established by the legislature.

Chapter 10: Chapter 10 is the Health and Well-Being Element. This entirely new chapter is an opportunity to assess and plan for the health and well-being needs of the community. Prior to this update close attention had not been given to health needs such as access to primary health care providers and as such planning opportunities for health and well-being were not fully explored. This chapter includes goals,

objectives, and policies for addressing and planning for the health and well-being needs of the City's future.

Chapter 11: The final chapter of this document is, perhaps, the most important. This chapter addresses the implementation of this comprehensive plan and provides guidelines for the application of the goals, objectives, and policies established within this plan. Chapter 11 discusses processes for maintaining the timelines of the document, as well as on how regulatory devices should be maintained so as to best implement this comprehensive plan.

CHAPTER 3

OVERALL GOALS AND OBJECTIVES

Introduction:

The goals and objectives presented in this section represent the identified fundamental concerns and hopes of the community. It is these overall goals and objectives that should be interpreted as being the basis for the individual elements discussed in the following chapters. As such, these goals and objectives can be interpreted as the common themes pervading through the rest of this document, as well as presenting a foundation for individual goals, objectives, and policies within each of the following comprehensive plan elements.

GOALS:

An aesthetically pleasing and visually stimulating city, carefully integrated with the other functional elements of the physical environment.

To provide for projected increases in population and to encourage the retention and expansion in the character and level of the fisheries, tourism, boat building and maintenance, and other sectors of the Westport economy in an orderly yet flexible manner while protecting the unique seaside character of this fishing community and environmental amenities of the area.

To continue to promote Westport as a year round destination for both tourism and other forms of business activity.

To position Westport to take advantage of emerging science, technological advancements, and planning improvements to create sustainable development that creatively reduces or eliminates conflicts between different classifications of uses, reduces impacts to the natural environment with the least possible impacts to residents and businesses, and creates a sustainable city for future generations.

To promote community resilience against natural disasters; build on the success of the Ocosta School District in constructing the nation's first purpose-built tsunami vertical evacuation structure; plan for additional vertical evacuation structures within and outside the city limits, and to ensure that such structures are well-integrated into the environment and daily life of Westport, and work together as part of a comprehensive City-wide evacuation system; and consider other strategies of land use that would enable the City to prepare for disasters and adapt to environmental changes.

OBJECTIVES:

1. To preserve and reinforce the unique seaside character of Westport.
2. To encourage the development of housing of all types appropriate to the needs of the various population groups within the city.
3. To work for the elimination of the effects of discrimination in housing based on race, color, religion, sex, or national origin and to provide safeguards for the future against such discrimination.

4. To foster cooperation and understanding between the City of Westport and other local, county, state, and federal governmental entities and agencies of the City's unique environment, both physical and economic to provide for a stable and growing economic base. To encourage cooperation between the city and other agencies in the development of a stable and growing economic base.
5. To protect the environmental amenities of the area to the extent that the attractiveness of Westport to tourists and the quality of life for residents is maintained and/or enhanced.
6. To expand Westport's effective market for commercial services in the South Beach area.
7. To develop policies, programs, and processes which will further the general health, safety, and welfare.
8. To maintain and enhance the character of Westport's quality natural and physical environment and limited land area in a manner that provides for adequate protection without unnecessarily impacting the social, economic, and physical development of Westport.
9. To manage future growth and development in a manner that supports existing developments while providing for future growth and diversification of Westport's economy.
10. To develop a circulation system which serves all areas of the city and all users in the most economical, efficient, and compatible manner possible.
11. To develop policies, programs, and processes that ensure that new development provided adequate mitigation for impacts to infrastructure and services to prevent burdening existing residents with increased costs or reduced services.
12. To develop policies, programs, and processes that retain current businesses, attract new development, encourage redevelopment of existing properties, and develop infrastructure and amenities as a means to promote Westport as a year round destination.
13. To develop policies, programs, and processes that encourage hazard mitigation strategies to be incorporated into development and redevelopment to make Westport a safer and more resilient community against natural hazards.
14. To creatively apply best available science and technologies to prevent the set aside of large tracts of land as open space.

CHAPTER 4

LAND USE ELEMENT

Introduction:

A balanced land use pattern prevents sprawl, preserves and enhances residential neighborhoods, provides adequate open spaces, protects environmentally sensitive areas, protects people and property from environmental hazards, promotes economic development, and encourages community redevelopment at appropriate locations, resulting in a high quality physical environment for residents, workers, and visitors.

The land use element is probably the most important as it ultimately allocates and guides the desired distribution of land use over the length of this comprehensive plan. It describes how the goals of the other plan elements will be implemented through land use policies and regulations and describes the development goals for a 20 year period. Decisions on matters concerning subsequent elements should be reviewed for their consistency with the land use element. Furthermore, land use actions such as rezones, variances, and conditional uses should also be made with reference to their conformance with the goals, objectives, and policies of this element.

Consideration of existing land use patterns is necessary for a general understanding of the area and, at a more specific level, of the area's capabilities and possible sites for development. Where existing land use patterns are desirable and long-standing, it is appropriate for the comprehensive plan to provide for their continuation. Where new or projected needs or conditions and community desires indicate that a change in pattern should occur, the plan should provide for such change over time. For areas as yet undeveloped within or adjacent to the city, the plan should anticipate and guide their development consistent with the public interest, physical limitation of the land, and capacity of public services and facilities.

The land use element is also an important element as it contains many hazard mitigation strategies that create stand alone goals, objectives and policies but also guide and overlap with hazard mitigation strategies in subsequent elements. This element will focus on how land use decisions can build resilience to natural hazards, in particular those with the highest risk of occurrence in Westport that can be addressed with land use decisions, specifically tsunamis, earthquakes, and sea level rise. As noted in Chapter 2, this land use element is presented in two parts. Sections A through I are general, and serve to establish the land use goals and objectives for broad land use classifications e.g. residential, commercial, and industrial. They also establish general policies to be used in the development of implementing ordinances. Furthermore, as required by state law for the land use element, provisions are included to assist the City in the protection of the quality and quantity of ground water supplies; there is also a similar review of stormwater and drainage related concerns.

Section I of this land use element is a discussion of the land use plan map and designations. This section is preceded with a more detailed explanatory discussion of its content. For now, however, the general purpose of this section is to specifically allocate space for various land use designations throughout the city. In addition, each land use designation contains a policy-oriented discussion of its purpose, description, and appropriate locations.

Finally, the land use element must be especially coordinated with the implementing ordinances, that is, primarily the zoning and subdivision ordinances of the city. Such coordination is discussed and presented in more detail in Chapter 10 – Implementation.

A. OVERALL GOALS AND OBJECTIVES

General

Over the last two decades, Westport has seen several transitions, initially from an industrial economy focused on logging and commercial fishing, to a more diverse economy with strong seafood processing and yacht building industries coupled with a tourism and recreational activity based economy. Westport is also home to a large number of military personnel and their families, both active duty and retired. During the early 2000s, Westport was “discovered” and several large developments were proposed and some were completed. Although the severe economic conditions of the late 2007 to mid 2009 has delayed and possibly even ended some of these proposals, the economy has showed signs of turning recovery. In recent years several new businesses opened in Westport including new tourist accommodations types including cottages and hostel rooms, tourist souvenir and boutique stores, and new restaurants helping Westport become a more year-round destination for visitors and a more livable community for residents. During the last decade Westport has also shown great interest in building community resilience against natural disaster with the construction of the first vertical evacuation structure at Ocosta Elementary School and a continued community interest in further persuing additional vertical evacuation structures and other means to build a more resilient city. The goals and objectives included in the sections of this chapter are intended to position Westport to continue to take advantage of the economy as it recovers and allow for continued growth in a safe environment.

GOALS:

To promote the establishment of appropriate population densities and concentration that will contribute to the well being of persons, the city, and the preservation of the environment.

To promote an efficient and orderly pattern of land use which protects the unique seaside character of Westport, its environmental amenities, and the integrity of its residential neighborhoods while providing a flexible approach to the development of commercial and industrial lands.

To promote new development and redevelopment strategies that incorporate hazard mitigation planning techniques to build a safer and more resilient community.

OBJECTIVES:

1. To plan for a projected population of 3,200 in the city of Westport, and a projected population of 4,100 for the Westport area by the year 2030.
2. To provide efficient land in suitable locations for the various uses needed to meet the demands of expected population increases and an expanded and stable economy.
3. To minimize land use conflicts and encourage compatibility between land uses through careful and attractive design and the use of appropriate open space.
4. Encourage the redevelopment of underutilized or dilapidated properties and areas.
5. To prevent overcrowding of land use in the city, thus providing for adequate air, light, and protection from fire and noise pollution.
6. To apply appropriate planning principles and techniques to guide the physical development of the city.
7. Maximize the opportunities provided by Westport’s unique seaside character.

8. Encourage development in areas on higher, stable ground to mitigate against impacts of natural hazards such as sea level rise and earthquakes/tsunamis.
9. Investigate climate resilient building code opportunities using best available science to ensure new development is long lasting and resilient to the impacts of climate change and sea level rise, or at least accounts for the cumulative impacts of sea level rise.
10. Encourage the construction of multi-use vertical evacuation structures both in the public and private sectors that can be used both as places of refuge during an emergency event, and also for economic or social activities on a regular basis.

B. RESIDENTIAL LAND USE

Over the last decade, several new residential developments were permitted and/or completed within the city. These developments created the first traditional condominium style developments and proposed the development of small cottage style homes for lower income families. Change in state laws required that Westport allow Manufactured Homes in all zoning districts. Westport has always been a destination for the development of private vacation homes. The downturn in the economy created an increase in the number of residences that were turned into commercial vacation rentals and an increase in commercial home occupations in the residential areas. The city does not want to discourage these commercial uses but wants to ensure the impacts of them on traditional residences and neighborhoods are eliminated where possible.

Based on these trends, the types of multi-family residential developments has increased to include multiple units on a single parcel and combined units with between two and four units per building. These developments may include single family residences, condominium developments, and townhouse developments. The previous comprehensive plan created four land use classifications with varied standards to create a matrix of higher and lower densities and restrictions to provide adequate space for all types of residential development. Those original classifications are still adequate and appropriate. The following goals and objectives are intended to continue the mix of residential development while providing for the growing interest in commercial uses that are consistent with residential areas.

GOALS:

To provide sufficient space, protected from conflicting uses, and where possible natural hazards, for various residential uses, rent levels and property values while maintaining, to the extent possible, traditional residential cultural values.

To increase the City's stock of affordable housing.

OBJECTIVES:

1. To separate various types of single-family structures including new-designated manufactured homes in order to optimize choice in neighborhood type.
2. To allow new multiple-family structures within designated residential areas, provided the resulting density does not exceed eighteen (18) units per acre and provided each development is reviewed to insure compatibility with surrounding single-family residences. Denser development should be prioritized on higher ground, where tsunami hazards are least severe, and include housing affordable to families and residents in particular need.

3. To protect residential neighborhoods from the intrusion of incompatible commercial and non-residential land uses and prevent disruptive non-residential traffic.
4. Maximize the availability of view property.
5. To provide nearby pedestrian access to and encourage development of neighborhood parks and limited commercial services directly appurtenant to residential lifestyles within residential zones. Parks should be considered as places of gathering and refuge in an emergency, including storage of supplies accessible in an emergency, and integrated with tsunami vertical evacuation structures where appropriate.
6. Minimize new residential development and redevelopment in areas prone to damage from sea level rise and flooding.
7. Encourage multi-story residential buildings, including mid-rise condominiums, to have public rooftop access during emergency events such as severe flooding and tsunamis. Review the possibility of applying additional funds to design and construct such buildings as earthquake- and tsunami-resistant vertical evacuation structures, according to the best available scientific models of ground motion, liquefaction, and tsunami impacts, and according to guidelines approved by the National Tsunami Hazard Mitigation Program.

C. COMMERCIAL LAND USE

The last century has seen significant swings in commercial activities and trends created primarily from the economy. The early 2000s began with a commercial base focused primarily on fishing, both recreational and commercial. Most small businesses, including the lodging and retail segments, catered to the seasonal recreational fishing that attracted most of the visitors to Westport. When the national economy boomed, large commercial developments were proposed that included a golf course, convention center, and motels. A secondary effect was an increase in proposed expansions, redevelopment, and infill developments focused primarily in the Marina District. When the economy crashed, so did most of the proposed developments. Westport needs to be positioned to take advantage of the recovering economy to allow for the completion of the destination resort that was identified in the first comprehensive plan as a priority.

The attraction of Westport has expanded and diversified to include surfing, storm watching, the lighthouse, the maritime museum, and all of the natural beauty and wildlife that surrounds Westport. New commercial activities have moved to Westport including wineries and breweries, and businesses that cater to the expanding types of tourists. Westport is working to expand the tourism industry from seasonal to a year round industry. Additionally there is still a growing need for small businesses that focus on the needs of residences. Four classes of mixed use tourist commercial districts are intended to provide for these diverse needs. The City will need to continue to monitor the allowed uses in the zoning code to keep up with new and emerging uses and trends such as electric vehicles and recycling. With an increased awareness in the local community on safety and resiliency in natural hazards communicating this information and ensuring tourist populations and other business patrons are safe during hazard events is also necessary in commercial development. The following goals and objectives are intended to continue the expansion of commercial development within the city with a focus on a year round economy, while retaining the current traditional businesses.

GOALS:

To provide adequate areas, both in size and location, for commercial activities which will serve the present and future needs of the fisheries and tourism industries and local residents.

To encourage commercial development designed and located so that it is economically feasible to operate, where public services exist or can be provided in an economical manner, and that provide goods and services in a safe, convenient, and attractive manner.

Encourage commercial development and redevelopment that incorporates hazard mitigation strategies in planning and construction.

OBJECTIVES:

1. To reinforce the basic character of the various commercial areas within Westport while allowing flexibility in location of uses.
2. To allow development along main arterials of commercial uses compatible with adjoining residential uses.
3. To encourage attractive and efficient commercial development, especially in the areas of Westhaven that serve tourists.
4. To provide sufficient area for the expansion of Westport's effective market for commercial services in the South Beach area in areas that are presently designated as commercial areas.
5. To provide for the development of suitable undeveloped areas in a manner that promotes Westport as a tourism destination.
6. Areas immediately adjacent to the state highway should be designated to allow for a mixture of residential and commercial development compatible with a commercial area.
7. The City should provide a full range of municipal services to meet the needs of expanding and new businesses in appropriate locations and should identify the type and level of public services appropriate to support future economic development.
8. Redevelopment in the Marina District, in particular the tourist commercial areas, should include investment in resilient infrastructure such as floating docks and elevated/amphibious infrastructure.

D. INDUSTRIAL LAND USE

Industrial development in Westport has always and continues to be centered around the marina district and related fishing and boat building industries. These industries have weathered the downturn in the economy and have actually expanded over the last decade. Westport is home to the largest commercial fishing fleet on the Washington Coast and headquarters of one of the largest luxury yacht manufacturers in the nation. Westport needs to continue to focus on providing for the development of these industrial bases. There is not currently significant area for additional expansion or new industrial developments. The City will need to monitor this in the future to ensure it does not prevent future development, and when future development is necessary best practice are used to ensure infrastructure is resilient to the impacts of climate change. The City currently has one industrial zoning district. The allowed uses are focused on the fishing, seafood processing, storage, and sales, and boat manufacturing, sales, repair, both marine and land based shipping and trucking, and various other industrial activities related to the marina.

GOALS:

To provide space for industrial uses and related activities, protected from other uses and buffered from impacting other uses, which can benefit from Westport's marine location and encourages the continued development of marine-oriented uses.

OBJECTIVES:

1. To allow industrial development that will enable the City to diversify its economic base.
2. To allow industrial uses which minimize adverse impacts to the natural and human environment, and which minimally, if at all, disrupt the character of the community.
3. Industrial uses should be grouped with similar uses in areas that limit land use conflicts, improve traffic flow and safety, and allow businesses to share public facilities and services.
4. Industrial development and redevelopment should incorporate hazard mitigation measures to create more resilient infrastructure against natural hazards such as storm surges and sea level rise, and to mitigate environmental hazards due to flooding and tsunami impacts, including chemical spills, hazardous debris and fires.

E. PUBLIC AND SEMI PUBLIC LAND USE

Public and semi-public uses include infrastructure, utilities, facilities and services, whether public or semi-public in nature. High quality public and semi-public uses are vital to the overall wellbeing of the existing community and are critical factors in the City's ability to respond to and recover from natural and man-made disasters. It is therefore important to best protect public and semi-public critical facilities during a natural disaster that are relied upon immediately after the event has occurred, including especially first responders such as firefighting, ambulance, and police facilities. These same uses need to have adequate capacity to encourage and facilitate future growth both in terms of new development and redevelopment in the City.

GOALS:

To ensure that public facilities and services are high quality, fully maintained and cost effective.

Pursue improvements in emergency preparedness, such as the development of tsunami vertical evacuation structures which provide mixed recreational or commercial uses during regular day-to-day activities, to better meet the health and safety needs of the city if an emergency should occur.

To provide necessary facilities that can adequately serve development and future expansion without negatively impacting existing levels of service.

To provide adequate space for the location of state and federal government facilities which provide services to the community.

To ensure critical facilities are situated in areas least prone to impacts of natural disasters and are accessible and functional immediately following an emergency event.

OBJECTIVES:

1. Define acceptable standards and prioritize funding for improvements to accommodate development and future expansion.
2. Ensure that public and semi public facilities meet all state, federal and local standards and will accommodate future growth.
3. Encourage the design and development of infrastructure, utilities and facilities that will survive, to the greatest extent practicable, anticipated natural disasters, and to provide places of refuge to the public during a disaster and recovery services after it is over.
4. Encourage the use of parks and other appropriate open spaces as community gardens for local food production.
5. Identify site-specific locations for construction of additional mixed-use vertical evacuation structures such as parking infrastructure that are accessible to high numbers of Westport residents and visitors.
6. Research and evaluate opportunities for relocation of public critical facilities such as emergency services to higher ground within the city limits along the dune ridges or outside the city limits on higher ground as a measure of protection against natural hazards such as sea level rise and tsunamis.
7. Invest in infrastructure for critical facilities that is able to withstand the impacts of climate change including extreme weather events, flooding, and natural disasters such as earthquakes and their associated hazards: ground shaking, liquefaction, landslides, ground subsidence, and tsunamis.

F. RECREATION

The recreational land use category includes a wide variety of uses including publicly and privately owned properties and businesses. Many of these provide access to or take advantage of the natural features of the area in and around the City of Westport. Public and privately owned facilities that provide recreational and entertainment opportunities, cultural and historic preservation, display and performance of the arts and other similar uses that enhance the vitality of the community are included in this land use category.

GOALS:

To maintain and develop a high-quality system of parks, trails, and public access that preserves and enhances the public's access to and enjoyment of the significant environmental resources located in and around the city.

To encourage the preservation and public enjoyment of historical features located within the city.

To encourage the development of businesses and properties with cultural, civic, and historic preservation uses to improve the sense of community in the City of Westport.

OBJECTIVES

1. To provide high quality, low maintenance, convenient and accessible park and recreational facilities for all segments of the population and visitors to the city.
2. To encourage the development of recreational facilities, both passive and active that provide increased access and improved health for the citizens of Westport and attract visitors.
3. Provide and maintain trails to and along the ridgelines that can be reached for access to higher ground during emergency events such as a tsunami.

G. LAND USE POLICIES

1. The city should encourage the provision of affordable housing to accommodate for changing demographics among the growing young and elderly populations in Westport. Units should be designed so as to integrate compatibly with the area, as well as be designed to instill pride among its residents.
2. As mandated by legislative action taken in 2005, the City shall consider New- Designated Manufactured housing to be sited in any zone where a site-built single- family dwelling is permitted under Westport Municipal Code and in compliance with state law. Mobile homes are no longer built and may only be placed in mobile home parks in existence prior to July 1, 2005 in accordance with Westport Municipal Code 17.20A.035 (1).
3. Multiple-family structures shall be considered within designated residential areas. Environmental review of such projects should consider, at a minimum, access to the site, including increased traffic volumes, and ingress and egress to the site, and the location and design of parking, overall density in the immediate neighborhood, and the adequacy of public facilities serving the site.
4. A commercial zone should be established within the City's zoning ordinance to foster a mixed use zone serving commercial and tourist needs in the city. The commercial zone should attempt to recognize the differing character of commercial activities in the city, such as the community business district along Montesano Street and the tourist commercial area along the Westhaven/City waterfront area. Provisions for any zone should balance the maintenance and encouragement of the different character of these areas with the objective of allowing the greatest amount of flexibility in location and diversity of uses.
5. Commercial uses may be allowed along existing and planned arterials and highways in the older areas of the city, provided such uses are not large traffic generators, do not disturb adjacent residential neighborhoods, and provide safe access for customers, employees, and suppliers.
6. The City should encourage development of both private and public property into neighborhood parks and open spaces, and allow limited commercial development directly related to residential lifestyles such as neighborhood grocery stores and Laundromats in residential zones.
7. The City should encourage developments within the commercial areas which increase and support pedestrian orientation, and special consideration should be given to major land use decisions in these areas.

8. Industrial uses may be allowed in areas having good transportation access, which can be adequately buffered from negatively impacting surrounding or nearby land uses, and which minimizes creating economic hardship for adjacent landowners.
9. Light industrial uses should be preferred to heavy industry. In either case, industry locating in Westport shall comply with all State and Federal pollution control standards.
10. To ensure adequate space for future industrial uses, the City should encourage and approve proposed reclassification of property to Marine Industrial where appropriate.
11. The City shall appropriately apply the city subdivision ordinances, master plan, and binding site plan process to the land use development process, with particular concern that adequate public facilities including, by way of representation but not by way of limitation, streets, drainage, open space, sewer, and water facilities are provided.
12. The City should consider acquiring property along dune ridges within the city limits, at higher elevations. The acquired land can be reserved for trails and emergency access, and possible relocation of critical facilities and other building stock as a measure to mitigate the impacts of natural hazards such as tsunamis, sea level rise, and other causes of flooding.
13. The City should restrict development and redevelopment in flood prone areas and areas subject to sea level rise hazards.
14. The City should consider rezoning of low lying coastal areas prone to sea level rise and flooding, that permit development to Recreational Park (RP) Zones to prevent further development and encourage recreational/open space/wetland areas. Alternatively, Commercial zoning in these areas may be considered appropriate if construction and uses are flood-smart.

The City should encourage any development of multi-level structures to incorporate measures for rooftop access as a tsunami refuge area accessible to the public during an emergency event. Review the possibility of applying additional funds to design and construct such buildings as earthquake- and tsunami-resistant vertical evacuation structures, according to the best available scientific models of ground motion, liquefaction, and tsunami impacts, and according to guidelines approved by the National Tsunami Hazard Mitigation Program.

H. GROUNDWATER, STORMWATER RUNOFF/DRAINAGE

The land use development process impacts a variety of items; however particular concern is necessitated to issues relating to ground water and storm water/drainage. This emphasis on these issues within this comprehensive plan is recognized in state law (RCW 35A.63.061) which states in part, "The land use element shall also provide for protection of the quality and quantity of ground water used for public water supplies and shall review drainage, flooding and storm water run-off in the area" To address this requirement, the following establishes direction and provisions for the city in relation to ground water and storm water runoff/drainage.

Ground water

As stated in the Westport 2012 Comprehensive Water System Plan, Westport utilizes the ground water of the Westport Peninsula as its source of supply. Salient points identified in the plan regarding the ground water source include: (a) The Westport aquifer is potentially sensitive to saltwater intrusion resulting from over pumping; (b) No deterioration of the resource has occurred to date; (c) No estimates have been made regarding the volume of the ground water resource. Thus, the City may have a system approaching aquifer

capacity or, conversely, there may be substantially more water available without resource deterioration; and (d) the catchment basin (of precipitation recoverable by the wells) has not yet been defined.

With this and other information for the 2012 Water Comprehensive System Plan serving as background, the following goals, objectives, and policies have been developed relating to ground water protection.

GOALS:

To protect the quantity and quality of ground water in the Westport area.

OBJECTIVES:

1. To maintain high quality water by assuring that adjacent land uses are compatible with water source areas.
2. To maintain an adequate volume of the ground water source for users by monitoring the impact new uses will have on water quantity.

POLICIES:

1. Implement the current Comprehensive Water System Plan, especially those items relating to ground water quality and quantity.
2. The City should protect aquifer recharge areas from development which may reduce or contaminate ground water resources. (See Wellhead Protection Map Appendix D.)
3. The City should review and limit incompatible development in watersheds servicing public water supplies, and review development proposals for potential adverse impacts to those water supplies.
4. Evaluate the potential impacts of major development, particularly industrial or processing, upon the quality and quantity of ground water in the Westport area. Particular attention should be given to the impact of those uses requiring quantities of water seriously affecting the capacity of the Westport water system.
5. The City should use the State Environmental Policy Act (SEPA) review process as one means, but not necessarily the only means, of determining the impacts which major actions might have on the city's ground water resource.
6. The City should continue to cooperatively plan with the Grayland water system concerning the area south of the city limits. Such planning may, for example, involve connecting with the Grayland water system if such a connection is deemed in the best interest of the City.
7. The City should observe up to date sea level rise projections and pay close attention to the impacts this may have on saltwater intrusions.

Stormwater/Drainage/Flooding

The Westport area receives approximately 90-100 inches of rainfall a year, much of which occurs within a few months' period. The existing storm water drainage system is operating at or above capacity with

heavy rainstorms resulting in drainage problems. It should be noted that the drainage ways in Westport also serve extensive areas of the unincorporated area outside the immediate city limits.

Recent progress in addressing drainage/flooding concerns has been made through the ditch system evaluation, and by creating an inventory list of culverts in need of replacement or repair. The City will continue to evaluate this list of aging culverts and replace or repair them as necessary to improve drainage and keep storm water moving. Additional drainage capacity should also be considered in response to impacts of climate change including increases in extreme wet weather events, storm surges and sea level rise.

GOALS:

An efficient and effective storm water drainage system, which is safe and which eliminates or reduces the problems and inconveniences associated with the existing system.

An efficient drainage system that is able to withstand increases in storm water drainage in the future as a result of climate change impacts.

OBJECTIVES:

1. To cooperatively plan for needed storm water drainage improvements and maintenance.
2. To review potential developments and their impacts upon the City's storm water runoff and drainage system.
3. To review potential sea level rise scenarios and the associated impacts on the City's storm water runoff and drainage system
4. To make needed drainage improvements that will further the public health, safety, and welfare.

POLICIES:

1. The City should review and apply for appropriate funding sources to improve the City's storm water drainage system.
2. The City should work with other agencies and organizations to maintain and operate adequate storm water drainage and retention systems in appropriate locations.
3. Seek to have a comprehensive drainage plan prepared, and develop a storm water sewer system in conformance with the recommendations of the drainage plan.
4. The City should review the need for and, if feasible, construct retention basin(s) where needed as a means of addressing drainage-related problems.
5. Major new developments involving significant areas of impervious surfaces should be reviewed, at a minimum, through the SEPA review procedure to determine their impact on storm water runoff and the drainage system.

I. LAND USE DESIGNATIONS AND LAND USE PLAN MAP

The current approved City of Westport Comprehensive Land Use, Shoreline and Zoning Map as it currently exists or is hereinafter amended, updated, or replaced by ordinance of the City Council of the City of Westport, is adopted by reference and included as Appendix A.

The land use plan map allocates space for the various categories of land use anticipated by this plan. It does so on the basis of the goals, objectives, and policies of the plan and, as such, the plan map implements these policies. The reader is cautioned that comprehensive plan decisions will be based on policies, not on any mapped illustrations of these policies. Development of property owned by the Port of Grays Harbor should be consistent with the provisions of the latest edition of the Master Plan as adopted by the Port.

The space set aside for each land use classification has been done broadly and the boundaries between each classification should be viewed as transitional between the various areas. Thus, the boundaries should be considered flexible rather than rigid, unless specifically stated. A more important consideration is whether or not they conform to and implement the policies of this land use element and the rest of this plan.

The following descriptions of the land use classifications are intended to clarify the intent of each classification and to aid in the development of appropriate implementation devices. These descriptions are particularly intended to assist in making day-to-day decisions affecting land use patterns. Since conditions may arise which will demand minor changes in the planned land use pattern, these descriptions have been made sufficiently broad to accommodate such changes without an amendment to the plan itself. However, any major deviation from the land use plan or plan map should be preceded by a considered amendment to this plan, looking at all aspects of the proposal and its impacts on all the integrated aspects of the plan.

The statements under each classification should be considered policies. Zoning applications consistent with these policies shall be considered in compliance with this plan, notwithstanding any other policy.

The following descriptions apply to the designations on the preceding land use plan map. Where conflicts arise between the map and the following descriptions, the latter should be followed.

1. Residential (R1 and R2)

The single-family residential districts are residential zones requiring a low to medium density of population and providing protection from hazards, objectionable influences, building congestion, and lack of light, air, and privacy. Certain essential and compatible public service facilities are permitted in this district.

Generally, this designation should be located in the older and more geologically stable areas of the city, areas substantially developed as conventionally-constructed, single-family neighborhoods, and areas where residential amenities, such as views and forest cover, are found.

2. Ocean Beach Residential (OBR1 and OBR2)

This designation is intended to provide flexibility and control over the development of presently undeveloped areas in the southwestern parts of the city, to encourage innovative design of major residential development, and to prevent premature or inefficient provision of city facilities in presently undeveloped residential areas. This designation should allow low-density urban residential development of up to six (6) units per acre, as well as recreational uses. The “ocean beach residential” designation should be applied to areas where land is available for residential development.

3. Mixed-Use/Tourist Commercial (MUTC1 and MUTC2)

It is the intent of the Mixed-Use/Tourist Commercial (MUTC) zone that there be a mixture of tourist commercial and higher density residential uses in close proximity. Mixed use can include, but is not limited

to, mixed use buildings with retail or office uses on the lower floors and residential above, or uses which mix commercial and residential structures in the same or neighboring parcels. Individual projects may be single purpose or mixed use.

The MUTC designation should be viewed as incorporating two significant sub areas; 1) a Community Business District; and 2) Tourist Commercial activity. Map reference: see areas designated on map identified as Appendix A.

4. Tourist Commercial (TC)

The tourist commercial zone is intended to provide a zoning designation for a large tract of land which has previously been identified as an ideal location for a large planned development to include a diverse amount of commercial, recreational and residential uses.

5. Marine Industrial (MI)

The marine industrial designation is intended to allocate space for the development of industrial uses and related activities which can benefit from Westport's marine location and character, and is intended to encourage the continued development of marine-oriented activities, protected from incompatible uses. Marine-related ferry, transport and storage, processing, construction, repair, and distribution activities are all encouraged. Shoreline areas and access should be reserved for water or marine-dependent activities.

The marine industrial area should be centered around the off loading activities near the Westhaven area. This includes the southeastern section of the Westhaven area. In general, then, this designation covers not only present areas of marine industrial or commercial-related activities, but also areas where expanded marine facilities would serve these activities.

6. Recreation and Parks

The purpose of the recreation and parks district is to reserve suitable areas for a broad variety of outdoor recreational activities serving both local residents and visitors while protecting the unique natural recreation areas of the city, thereby enabling the long-term use, enjoyment and conservation of these unique areas.

7. Government Lands

The purpose of the Government lands zoning district is to designate lands owned by the Federal Government which are not regulated under Westport land use jurisdiction.

Development of property owned by the Port of Grays Harbor should be consistent with the provisions of the latest edition of the Master Plan as adopted by the Port.

8. Shorelines

This designation is intended to identify areas where compliance with state law affecting the shorelines and wetlands of Westport will regulate further development through the shoreline management process. These areas are designated in this plan so that development permits are handled in a smooth and expeditious manner. Map reference: see areas designated on the current City of Westport Comprehensive Land Use, Shoreline, and Zoning Map attached hereto as Appendix A. The designations appropriate for Westport are:

- a. Urban shoreline.
The urban shoreline is an overlay zone for the Dune Protection, RP, R1, R2, MUTC, MI, OBR1, and Tourist Commercial zones in the City of Westport, which also fall within the “shorelines of the state,” as that term is used in the State Shoreline Management Act, Chapter 90.58 RCW. The statement of intent in RCW 90.58.020 is incorporated by reference.
- b. Conservancy.
Land extremely sensitive to development due to wetland or flooding characteristics, including all lands between the line of ordinary high water and the marram grass line on Pacific Ocean beaches. On Pacific Ocean beaches the conservancy zone is considered too unstable for development due to active ocean beach movement.
- c. Natural shoreline.
Land which should remain free from human disturbances and be preserved and/or restored to its natural or original condition.

The conservancy shoreline environment includes the dune protection zone identified by the marram grass line of which the purpose is to regulate development on the ocean dunes between the line of ordinary high water and the marram grass line plus 200 feet shoreward.

J. PROCESS

Westport should develop processes for dealing with building permits, binding site plans, master plans, conditional uses and variances, short subdivisions, subdivisions, and such other processes as will facilitate project approval consistent with the goals of this Comprehensive Plan. Where possible the permit process should be coordinated to avoid unnecessary duplication.

CHAPTER 5

TRANSPORTATION, CIRCULATION,

AND TELECOMMUNICATIONS ELEMENT

Introduction:

As a significant and major determinant of land use development within an area, it is important that the transportation and circulation pattern of a city be addressed. The interrelationship between transportation improvements and land use is well recognized and often very pronounced. Transportation improvements serve to increase accessibility to various areas related to others and, as a result, will often make certain areas increasingly attractive for development. Additional land use intensity and increased traffic flow are some of the anticipated results from certain types of transportation improvements.

Not only is it important to address circulation in terms of land use impacts, but it is also important to recognize the wide range of transportation opportunities including, but not limited to, public transit, air, pedestrian, and bicycle. Because individuals have differing transportation preferences for mode of travel, and because many individuals have limited choices of travel alternatives (e.g. those without automobiles may rely principally on public transit or walking), it is important to address their needs as well.

While addressing transportation and circulation is it also becoming increasingly relevant in recent years to recognize telecommunications as an important part of daily life. Transportation and circulation are complementary to telecommunications. Telecommunications, in particular wireless communications, have greatly influenced transportation and circulation. For transportation wireless communications have changed the way both individual households and businesses order and have products and services delivered. Telecommunications also now serve as a primary message circulation service with increasing number of communications now being made via a wireless network as opposed to in person. It is for these reason that telecommunications will increasingly need to be planned for in the future and as such are included in this element of the Comprehensive Plan.

The Transportation, Circulation, and Telecommunications system also plays a critical role in the City's ability to provide for public safety response and in mitigation before, responding to, and recovery from, all levels of emergencies up to and including natural and man-made disasters. It is important to recognize that every response by law enforcement, fire and EMS uses and depends on the transportation, circulation and telecommunications systems. Because of Westport's location, the transportation system serves as the primary means of evacuation, and as a conduit for incoming assistance and supplies. It is therefore important that these critical roles are considered and provided for in all planning and development activities for use before, during and after emergencies.

Finally, it is important to recognize a circulation system's impact on economic development through the provision of an adequate flow of goods and services. For a tourist-oriented city such as Westport, this adequate flow includes the ease and comfort of travel afforded to tourists visiting the area, and the impression they have of the City's circulation system which may or may not encourage them to return in the future. This relationship between circulation and economic development also extends beyond the city limits since, as noted earlier; accessibility is a key factor in development. Should transportation improvements be made beyond the city limits which improve access to Westport, then the city may benefit as well.

This chapter, then, outlines the transportation, circulation, and telecommunications goals, objectives, and policies for tort in keeping with many of the issues just discussed. Attached to this plan, there is also a transportation and circulation map, identified as Appendix B. This circulation map shows the general location, alignment, and extent of proposed and existing major transportation routes through the city. Because of the strong interrelationship between land use and circulation, it is expected that these two elements will be closely coordinated with one another.

In addition, this chapter also includes a section addressing airport circulation. Because the existing Westport airport will be developed into an all-weather operating facility, with plans for future expansion and increased traffic, specific provisions have been included to provide guidance regarding the airport facility and its impact on land use development.

For the purpose of this plan, the definition of the Business Corridor incorporates three separate areas located within the Mixed Use Tourist Commercial zones:

The portions of the Mixed Use Tourist Commercial Zoning districts adjacent to both sides of Montesano Street from Wilson south to the city limits; Ocean Avenue between Montesano Street and SR 105 Spur (Forrest Street) and South along SR105 Spur (Forrest Street) to the city limits:

GOALS:

To maintain and improve the city of Westport's circulation and traffic to address the following:

- Provision of safe, adequate, and improved access;

- Improvement of traffic flow;

- Needs of those using differing modes of transportation are served;

- Compatibility of transportation types is enhanced;

- Provision of efficient access for Police, Fire and EMS response;

- Provision of efficient emergency evacuation;

Transportation and circulation is coordinated with the goals and objectives of the other elements of this plan, especially land use; and

To develop a transportation and circulation system which serves all types of users in the most economical, efficient, and compatible manner possible, and which minimizes the costs of transportation facilities to the taxpayer.

To maintain and improve the City's wireless telecommunications services to address the following:

- Provide reliable wireless network connections to all businesses and individual households

Ensure reliable communication options for emergency services and first responders

OBJECTIVES:

1. To ensure appropriate circulation patterns that provide for the efficient and economical distribution of goods and services.
2. To ensure appropriate wireless communications are functioning in the City to provide businesses opportunities for e-commerce
3. To ensure appropriate circulation patterns in newly developed areas of the city.
4. To protect residential neighborhoods from the adverse affects of through traffic corridors.
5. To develop a circulation system which will encourage the conservation of energy.
6. To review and minimize the adverse social, economic, and environmental impacts and/or costs of transportation improvements or development.
7. To meet the transportation needs of those who do not principally rely on, or use, a private automobile.
8. To separate vehicular traffic from pedestrian/bicycle traffic by way of protected cycle lanes and sidewalks
9. To improve accessibility to and through the City of Westport; especially in and near the Westhaven Marina area.
10. To improve connections between the Westhaven Marina area and residential neighborhoods, natural and recreational amenities, and evacuation sites for tsunami, flooding, earthquake and other hazards.
11. To consider evacuation routes and disaster response system extensions and upgrades.
12. To explore options to increase capacity, reliability and geotechnical strengthening of existing key evacuation and access routes including the Elk River bridge.
13. Provide education and training of evacuation routes for local residents, and visitors in Westport through multiple communication avenues.
14. To encourage a well designed, aesthetically enhancing transportation system.
15. Increase diversity in wireless communication options, both to enhance daily life and to ensure functional telecommunication during emergencies when normal telecommunication connections are compromised.
16. Explore opportunities to encourage development and redevelopment to support bicycle transportation opportunities by providing incentives to include bike parking

POLICIES:

1. Review available funding sources and continue to update the six-year Transportation Improvement Plan to encourage the paving of the various gravel and unimproved streets within the city.
2. Monitor and, if determined feasible, seek funding sources which will assist the City in improving the various elements of the transportation system.
3. Transportation improvements shall be made recognizing the impacts they might have on land use within the City of Westport and on their conformance with other elements of this plan.
4. Road improvements shall be consistent with proposed land use densities.
5. In the review of subdivision and other development proposals, the City shall ensure that adequate circulation will be provided within the proposed development and that such development will not restrict access to adjoining parcels.
6. Transportation facilities should apply appropriate design principles to protect and enhance adjacent residential areas. Design of Transportation facilities should include input from representatives of the Public Safety and Emergency Management Departments to eliminate conflicts and improve access for these services.
7. The City of Westport should develop and maintain a pedestrian system providing safe, adequate, and efficient access to all areas of the community, particularly to major modes and centers of activity. This includes, but is not necessarily limited to, the provisions and placement of sidewalks in appropriate locations throughout the city, the maintenance of crosswalks, appropriate placement of traffic signs and/or traffic lights, and monitoring appropriate speed limits on the city streets.
8. The City should see that improvements for pedestrians are considered and that sidewalks be maintained in a safe, passable condition be the responsible party.
9. Maintain existing bicycle paths and review the potential for additional bicycle lanes within the city.
10. Support the operation and development of the public transportation system within Grays Harbor County.
11. The City should coordinate with the local Transit Authority to see that public transit improvements such as bus stops are placed in desirable locations and contribute to the visual enhancement of the streetscape.
12. Identify evacuation routes both internal and external for both vehicles and pedestrians and inform the public to minimize loss of life in a disaster.
13. The City should ensure the city website is up to date with relevant emergency preparedness and evacuation routes, including locations of vertical evacuation structures.
14. The City should coordinate with citizen groups and invest in multiple forms of communication technology useful in emergency/disaster response situations, including low-power FM radio, HAM radio, satellite internet communications, and local direct wifi hubs and mesh networks.

Such technologies should be considered as working together where possible for robust function in an emergency.

15. The City should review applicable regulations to allow use of drones for emergency preparedness and management, including as enhancements to situational awareness (e.g. detecting and reporting traffic conditions, condition of roads and bridges, people in need of assistance, and aids in finding and following optimal evacuation routes), delivery of emergency supplies, telecommunication, etc.
16. The City should support efforts to develop a direct transportation link between the North Beach and South Beach areas.
17. The City should explore opportunities to work together with the City of Ocean Shores to reestablish ferry connections between the two cities and other Grays Harbor ports.
18. The City should support efforts to improve transportation accessibility, including multiple transport modes such as bicycle, bus and ferry, along the Washington Coast and from the coast to the interior, through coordination with other Pacific County and Grays Harbor County communities.
19. Support efforts towards developing the Westport airport into an all- weather facility with adequate length to support the needs of area businesses and aviation tourists.
20. The City should coordinate its transportation system with that of neighboring jurisdictions and with state and federal programs.
21. Pedestrian and vehicular flow should, if possible, especially be improved along in the business district, with particular attention to minimizing vehicular and pedestrian conflict. The improvements that begun in the Marina District should be extended to the remaining business district as appropriate.
22. The City shall continue in its efforts to expand and improve pedestrian access to trails, walking paths and other opportunities, including efforts to expand the ocean beach access path which currently extends from Ocean Avenue to Westhaven State Park.
23. The City of Westport should only allow vacation of city rights-of-way after, upon reviewing requests on a case-by-case basis, determining there is significant public benefit to do so, and that development in the right-of-way will not likely prevent public access or installation and maintenance of utilities in the future. Utility locations, and appropriate easements, should be considered when reviewing such requests.

AIRPORT CIRCULATION

Although it is recognized that all aspects of Westport's circulation network are vital, special attention is provided in this element to air transportation, particularly as it relates to the development of an all-weather airport facility. The city has developed an Airport Layout Plan approved by the State of Washington that includes proposed expansion and improvement projects, as well as recommendations to address land use related concerns and issues which may arise from the proposed expansion. The airport is designated as a critical facility in the City's approved Hazard Mitigation Plan. Because of the importance of the airport facility, this specific addition to the circulation element has been created.

GOALS:

An all-weather airport facility with adequate length to accommodate the needs of area businesses and aviation based tourism traffic that is located in an area compatible with an airport and its associated activities.

Ensure that individuals who live, work, or own property near the airport enjoy a reasonable amount of freedom from noise and other undesirable impacts.

A resilient airport facility with infrastructure resilient to natural disasters such as sea level rise and earthquakes that can still be operable and used in post disaster response.

OBJECTIVES:

1. Restrict activities within the established safety zones which would create hazards or conflict with safe and effective airport operations. Such uses may include by way of representation, tall structures, uses which produce extensive visual pollution through smoke or dust, uses emitting transmission which would interfere with aviation communications and/or instrument landing systems, recreational drones, or other items creating hazards for low flying aircraft.
2. Encourage land uses which would benefit from airport locations.
3. The health, safety, and welfare of the general public should be primary concerns in the building, zoning, and subdivision decision-making process affecting the airport area.
4. Sea level rise projections should be considered when developing or redeveloping airfield infrastructure

POLICIES:

1. Complete the proposed studies, improvements, and maintenance projects included in the approved Airport Layout Plan.
2. The City of Westport shall, review and update when necessary, the established airport overlay zone.
3. The City shall review all proposed developments within the airport overlay zone for compatibility and compliance with height standards.
4. The City shall monitor sea level rise projections and impacts specifically in the airport location and assess possible relocation opportunities if deemed necessary.
5. Identify locations outside city limits that could function as auxiliary emergency airports under different hazard scenarios, and explore the cost and investments necessary to bring them up to at least an emergency level of functionality.

CHAPTER 6

ECONOMIC DEVELOPMENT

Introduction:

Although historically not what it once was, the city of Westport and the Westport Marina district is home to a variety of industries, marina users, commercial businesses and a growing number of residents. The industrial users in the area employ approximately 50% of the City's residents and the marina provides moorage for approximately 650 commercial, sport fishing, pleasure craft, and Washington's largest commercial and charter fishing fleets. Crabbing specifically is a larger contributor to Westport's economic tax base, particularly during the winter months when other industries slow down or cease operations all together. Westport is also home to numerous shops, restaurants, hotels, cold storage and fish processing facilities, and the Maritime Museum, all of which are part of what makes up Westport's economic base.

The fish processing and cold storage facilities are expanding and Westport has become the largest port for seafood processing in Washington as well as one of the busiest on the Pacific Coast. The commercial and recreational fishing industry is stabilizing, and the ship yard seems to be coming out of the economic downturn of the last decade. At the same time the development of new industry seems to be slowing; however, recreational fishing is stabilizing, which is part of a solid foundation of the Westport economy which should be reinforced and enhanced.

Upgrades to the municipal airport have increased its use and thereby the significant role it plays in economic development.

Westport's economy traditionally has been heavily dependent upon the charter and sport- fishing industries and the complementing tourism activity associated with them. Increasingly, special events and festivals continue to serve as attractions which bring more tourists into the city during the summer as well as winter months.

The evident need for the City of Westport, then, is principally twofold. First, the City must bolster those traditional economic sectors which have recently begun to expand. Secondly, and perhaps more important, there is a need to diversify the City's economic base and lessen its reliance on the one or two major sectors of the economy, and continue to expand the tourism segment into a year round industry instead of the seasonal industry it has historically been, in order to minimize the vulnerability to sudden economic downturns. In planning for economic development it is also important to consider strategies for hazard mitigation in terms of creating more diversified economy, more resilient infrastructure, improving emergency preparedness for business patrons and employees, and managing the impacts of climate change. This chapter establishes goals, objectives, and policies intended to address the need for economic stabilization and diversification.

GOALS:

Work toward reestablishing the local economy while maintaining the seaside character and the maritime industries, especially those related to yacht/boat building, maintenance and repairs, commercial, and recreational fishing.

A diversified tax base, as well as more diversified employment and industry, consistent with other elements of the comprehensive plan and community needs.

A local economy which is stable, provides employment opportunities for all workers, and improves the community's standard of living.

Work towards economic development and expansion that incorporates hazard mitigation strategies and practices in planning and development of new or retrofitted infrastructure.

OBJECTIVES:

1. Diversify the economic base.
2. Retain, stabilize, and strengthen the traditional economic base sectors.
3. Minimize the short- to long-term cyclical nature of the economy.
4. Develop Westport's tourism base so that it takes on an increasingly greater year-round orientation.
5. Coordinate the expansion of the economy with the development of the physical environment and the provision of needed public and social services.
6. To provide adequate locations for commercial and industrial development.
7. To enhance the city's competitive position within the region, especially in relation to tourism.
8. Coordinate with Area-Wide Development in a phased manner, to lever resources outside the current city limits, including through annexation where appropriate, to enable hazards-resilient economic development.
9. To encourage businesses and industries to provide employment opportunities that will attract and retain younger populations.
10. Encourage all multi-story development or redevelopment to also be able to be used as tsunami vertical evacuation structure facilities.
11. Encourage retrofitting of infrastructure in the Marina district to be more sustainable and resilient to the impacts of climate change, including sea level rise.
12. Encourage economic development and business expansion in areas less prone to the effects of climate change, in particular sea level rise and increased flooding instances.
13. Assist businesses to develop plans for the safety of their patrons, guests and employees in the event of an earthquake and tsunami.
14. Support and encourage continued development of the crabbing industry, particularly during the winter months when other businesses may slow.

POLICIES:

1. Encourage and provide opportunities for increased diversification of the local economy.

2. The City should encourage the retention and maintenance of existing businesses and establishments which contribute to the diversification of the Westport economy.
3. Implement other policies in the comprehensive plan which provides for commercial and industrial development locations.
4. Encourage the development and maintenance of attractive commercial and tourist service areas, particularly along Westhaven Drive and Montesano Street.
5. Conserve those natural resources upon which the local economy depends or upon which the local economy could benefit.
6. The City should cooperate with all elements of the local economy, including labor, business, education, and government.
7. Actively review and, if feasible, seek available funding sources oriented towards enhancing local economic development. Consider such enhancements as installing sidewalks, lighting and a center turn lane in the business district along Montesano Street.
8. Provide appropriate information to individuals or organizations engaged in attracting economic development.
9. To support public-private economic development partnership investments and involvement.
10. To periodically review land use regulations to assess whether they create an undue burden upon economic development efforts; however, the city shall not ease land use regulations to the extent the public health, safety, and welfare is threatened.
11. The City should make efforts to coordinate its economic development efforts with other local governments, special purpose governments, and other local organizations promoting economic development. Such organizations include, for example, the Port of Grays Harbor, the Grays Harbor Council of Governments, and Greater Grays Harbor Inc.
12. Support an educational system that provides a well-trained labor force for economic expansion, that encourages young people to stay in the community, and that provides training for those wishing to change or advance their careers.
13. To provide sufficient land through the comprehensive plan and zoning ordinance to allow for the reasonable expansion of business and industry.
14. To establish zoning standards for the location of industry which attempts to balance the need for economic growth with the local environment and community appearance.
15. The City should maintain a system of public facilities and services which encourages economic growth while maintaining reasonable costs to existing residents and businesses.
16. To protect prime commercial and industrial areas for their respective best uses, with special attention given to areas especially suitable for water dependant uses.
17. The City should support efforts to improve transportation accessibility along the Washington Coast, especially re-establishing the ferry service between Westport and Ocean Shores.

18. To encourage economic development opportunities and aviation related uses adjacent to the airport and promote the efficient mobility of goods and services region-wide consistent with the economic development element and regional transportation strategy.
19. The City should support economic development that incorporates hazard mitigation strategies in planning and infrastructure. Multi-story buildings should be encouraged where practical to be used as part of tsunami vertical evacuation structures. Conversely, tsunami vertical evacuation structures should be designed, built and managed to function also as contributors to the local economy, by accommodating businesses or other needed activities, and by enhancing the identity (“brand”) of Westport and serving as recreational and touristic attractions.
20. The City should support efforts of the Port of Grays Harbor to implement its Comprehensive Plan for Port property within Westport.
21. The City should encourage development of industries that are more resilient and less prone to the effects of climate change.
22. The City should monitor economic activities that are prone to effects of climate change and sea level rise, including oyster and shellfish producers, and consider relocation opportunities for affected businesses if necessary.
23. The City should work with businesses and the hospitality industry to develop robust plans for evacuation and other protective action for employees, patrons and guests in the event of an earthquake and/or tsunami. Such plans should address the securing of fuel and other flammable and hazardous materials.
24. The City should explore creative land rights and investment tools to raise funds and acquire land for the construction of new housing and public facilities on the highest ground within or just outside city limits, while gradually relocating vulnerable uses from flood-prone areas and replacing them with more flood-tolerant, non-permanent, income-generating development.
25. The City should monitor and explore high forested land farther outside city limits for possible income-generating, environmentally low-impact camping, hunting and other recreational facilities attractive for residents and visitors, and capable of functioning as emergency refuge and shelter areas. Over the long-term, assuming an earthquake and tsunami do not strike sooner, income from higher-ground development can subsidize gradual reduction of vulnerable development on low-lying land while simultaneously providing for a possible need by the community to relocate.

CHAPTER 7

COMMUNITY IDENTITY AND

NATURAL RESOURCES ELEMENT

Introduction:

The physical appearance of a city has significant implications not only for the well-being of not only residents, but for effectiveness of City government as well. For residents, a well designed, aesthetically enriching city contributes significantly to quality of life and community attachment. For the city, the same well-designed features contribute towards economic development of attracting visitors and tourists to the community and facilitating a range of governance goals including hazard mitigation and emergency management.

This element addresses the issue of aesthetics in the city of Westport with focus on both the developed and undeveloped environment. The primary emphasis on the built environment is upon the commercial and tourist service uses since this is where attractive design to promote tourist-oriented economic development is necessary. In addition, commercial areas, because of the traffic generated (both vehicular and pedestrian) as well as the extensive advertising, necessitate special attention to physical design principles. Community identity also covers historic preservation and local culture in the Comprehensive Plan as these are also part of the character of a city and foster community well-being and attachment to place.

As for the natural environment, the intent is to recognize the importance of open space, vegetation, and wildlife. These assets contribute to the local quality of life and, again, are factors related to the City's attractiveness to visitors and tourists as well as its hazards resilience. The following establishes the goals, objectives, and policies for the appearance and specific resources of the community.

GOALS:

A visually enhancing and aesthetically pleasing built environment, particularly in the commercial and tourist service areas, based upon sound design and planning principles, that will enhance the city's character and quality of life for its residents.

The conservation of the unique natural features and heritage of the city, with development intended to capitalize upon and promote public awareness of such features.

A built and natural environment the community can be proud of, that offers safe spaces and protection of residents, workers, visitors, and community assets from natural hazards, while enhancing everyday life in the City and beyond.

A community identity that is robust and resilient enough to withstand even the rarer and more extreme possibility of earthquake and tsunami damage, as well as the less severe but more likely and frequent changes that accompany sea level rise, erosion, and climate events.

OBJECTIVES:

1. The unique seaside character of the Westhaven area should be maintained and, if feasible, enhanced. The tourist related portion of the Westhaven area has been improved over the past

decade to include more pedestrian friendly sidewalks, and traffic revisions have improved as well as slowed down traffic flow. These improvements should be continued.

2. A gradual diversification of the basis of community identity in Westport, to include possible, eventual relocation of community facilities and housing to higher ground outside city limits.
3. A visually pleasing commercial and tourist service area.
4. To preserve, as feasible, the following:
 - a. Light.
 - b. Views.
 - c. Privacy.
 - d. Open space.
 - e. Shorelines
 - f. Dune ridges and other high ground.
 - g. Other natural features.
5. To avoid conflict of street and signage lighting with surrounding areas.
6. To promote and increase awareness of the natural environment.
7. To promote the compatible relationship of the built environment and the natural environment, including the shoreline and high ground..
8. To continue to work toward carrying out the Master Plan for the Westport Marina District and the Marina District Parking Study, and to provide maximum public access to natural areas while minimizing impacts to the environment.
9. Explore opportunities for integrating natural hazard and resilience awareness and education opportunities in the built environment in the form of evacuation route signage and landmark structures that indicate evacuation routes and destinations.
10. Explore opportunities to integrate cultural monuments and landmarks with emergency preparedness in the form of tourist attractions or other iconic structures such as pillars, lampposts, kiosks, etc that can be used to disseminate information about hazards. These can become unique features (like the tsunami warning towers) around Westport, adding more character to the image of the city.

POLICIES:

1. The City should encourage business owners to participate in design-oriented improvements which will improve the aesthetic quality of their establishment and surrounding establishments.
2. Future development of the city, especially in the tourist service and commercial areas, should be based on sound design principles intended to enhance the visual quality and aesthetic pleasure of the community.
3. Continue to improve street walkability and bike-ability through participation in Complete Streets and other such programs to build sidewalks, bike lanes and trails.

4. Buildings should be oriented towards pedestrians using awnings, vegetation, and providing visual activity.
5. Buildings on tsunami evacuation routes should be subject to having evacuation route signage on the street side frontages or rooftops, or other consistent coloring or identifying features.
6. Establishments should be encouraged to rely primarily on the quality of its products or services as promotion, and not on attention attracting devices directed towards chance customers.
7. Signs should be kept as simple as possible, relying on symbols to avoid needless clutter and complexity.
8. Signs should be small and low level, oriented towards pedestrians; perpendicular or preferably flat to buildings.
9. The City should study methods of sign regulation, compatible with aesthetic appearance and economic practicality.
10. The City should consider adopting an outdoor advertising code: sensitive to the needs of business, residents, and visitors.
11. Sign lighting should not be reflected or directed towards residential uses or areas.
12. Street lights should be designed to provide comfort, safety, and security.
13. Where feasible, the City should encourage and support efforts to place power and lighting utilities underground.
14. The city should strictly enforce litter control, abandoned vehicle, animal control, and other ordinances pertaining to the visual appearance and character of the city.
15. The City should encourage litter control as well as encourage community litter pick-ups and prevention programs.
16. The City should preserve and/or incorporate scenic and aesthetic features as feasible into the development of public projects.
17. The City should treat new tsunami vertical evacuation structures as landmarks that enhance the City's image and help visitors know where they are in the environment, as well as opportunities for recreation and tourist attraction. The design of vertical evacuation structures should correspond with community identity and appearance goals and objectives and City of Westport design standards and guidelines.
18. Landscaping:
 - a. Should not significantly obscure waterfront views.
 - b. Should be encouraged in areas where it may serve to separate pedestrians from vehicles.

- c. Should be encouraged to buffer differing land use classifications from one another.
- 19. The removal of trees should be minimized particularly when located on steep slopes; however, trees which are diseased or distressed, damaged or unstable should be removed at no cost to the City unless on City owned property.
- 20. Enforce ordinances against unkempt property, especially grass and debris which may pose a fire hazard.
- 21. The City should encourage the preservation and maintenance of historically significant structures and archeological sites in the area and consider moving important historic artifacts and archives to facilities at a higher elevation.
- 22. The City should encourage recreational programs and activities which promote knowledge of the area's natural resources and raise awareness of natural hazards and how to take appropriate protective action in hazardous events. The City should explore community-based social marketing approaches to increase the effectiveness of these programs and activities. Pedestrian evacuation and other preparedness drills or tests of hazards and preparedness knowledge should be integrated into such activities.
- 23. The City should encourage development which capitalizes on the scenic nature of the community, and which enhances the natural beauty of the community.
- 24. The City should encourage flood-smart building, stormwater management, and other infrastructure design on properties that are currently subject to flooding or where future sea level rise projections suggest such flooding may occur.
- 25. Public rights-of-way improvements must include appropriate green stormwater management measures.
- 26. The City should seek to preserve and maintain the following open spaces:
 - a. Land which serves as buffers between transitional land uses.
 - b. Areas with unique rare or endangered vegetation or animals.
 - c. Land which has potential for future recreational use.
 - d. Land which has potential for future community gardening or farmers markets
 - e. Areas of steep slopes.
 - f. Areas prone to flooding and storm surges.
 - g. High ground and other sites appropriate for emergency supply storage, tsunami vertical evacuation structures, or other places of refuge as well as potential trail routes between these sites.
- 27. The City should pursue the development of increased public access to shoreline areas in conformance with the goals and policies of the Westport Shoreline Master Program.
- 28. The City should coordinate its activities with those agencies who have the responsibility for maintaining or enhancing air and water quality.

CHAPTER 8

AREA-WIDE DEVELOPMENT ELEMENT

Introduction:

As time progresses, it is expected that the City of Westport will be increasingly confronted with development issues and concerns in areas beyond the immediate borders of the city, particularly to the immediate south, but also to higher ground farther away in Ocosta and Grayland. It is important to recognize that many citizens of Westport work in the area outside the city limits and there is a benefit to the City of continued development in these areas. While there are significant issues to manage, Westport should avoid an attitude of isolation. Significant issues include the degree to which municipal services should be provided and extended to residents beyond Westport's corporate limits and, secondly, the potential for expansion of the City's tax base through annexation.

In terms of public facilities, the City has the responsibility to see that the needs of its own residents are met first. In addition, the City should also be concerned with not overburdening its public facilities or jeopardizing natural resources such as ground water.

As for annexation, orderly area-wide development is of benefit to the City since, if annexed, those areas would become part of the City's tax base and responsibility in relation to public facility provision. Efficient area-wide development then, would facilitate Westport's responsibility to any area should it eventually become annexed.

Another point of consideration for this element is the fact that emergency evacuations involve Westport residents leaving Westport, often for higher ground outside the city limits. It is therefore important to consider what resources are available to residents once evacuated and where exactly residents are being evacuated to. In the most severe possibilities of earthquake and tsunami damage to the Westport peninsula, higher ground currently outside the city limits may be the closest land available for long-term resettlement after a disaster.

The following, then, outlines the goals, objectives, and policies concerning area-wide development in Westport with the issues primarily centered on public facility provision and annexation/tax base expansion.

GOALS:

To promote an efficient and orderly pattern of development in the unincorporated area south of Westport which protects Westport's unique seaside character, the area's environmental amenities and natural resources, and the City's fiscal capacity.

To promote a development pattern in the unincorporated area south of Westport which maximizes the use of, and protects the integrity of the City's public facility investments while providing for efficient expansion and maintenance of public facilities.

To create safe evacuation areas for all residents and visitors to Westport as a place of refuge from natural hazards, in particular tsunami evacuation.

To lever resources in the larger area of South Beach that may enhance Westport's economy.

To ensure the long-term viability of Westport as a community in the event of a large earthquake and tsunami, by preparing gradually for possible resettlement in areas outside the city limits.

OBJECTIVES:

1. To protect the character, environmental amenities, and natural resources of the Westport area.
2. To promote the expansion of the City's tax base as public facilities are extended.
3. To encourage the orderly and efficient expansion of public facilities.
4. To minimize impact on sensitive areas through the review of development proposals in the Ocean Beach Residential zone and enhance the access to utilities and public safety.
5. Encourage vertical evacuation structures outside city limits, such as that of Ocosta Elementary School
6. Investigate opportunities to acquire additional undeveloped land outside the city limits to increase natural resources for the City and also serve as a possible city expansion or relocation site should the need arise in the future.
7. Encourage preservation of important ecosystems outside Westport city limits including dunes, wetlands, forests, and oyster beds.
8. Identify potentially accessible high ground areas (e.g., dune ridge, land area south east of Westport) that can be used as refuge from a tsunami.
9. Collaborate with Grays Harbor County and private property owners to include unincorporated areas outside Westport city limits in public outreach and planning for emergency management and response.
10. Support efforts to increase tsunami evacuation route signage throughout the region

POLICIES:

1. The City shall plan for and promote a development pattern for the Westport area which will carry out the goals, objectives, and policies of this plan. The pattern shall be implemented through the City's land use regulations, public facilities improvements, and capital improvements.
2. The City shall promote the protection of the character, the environmental amenities, and the natural resources, especially ground water resources of the Westport area.
3. The City shall encourage the annexation of unincorporated areas to the extent capable of providing infrastructure and services including drainage.
4. The City should not expand public services into unincorporated areas unless the full costs of the construction are borne by the property owner served or the expansion is deemed to be in the best interest of the City.
5. In preparation for potential annexation, the planning commission should review the need to develop zoning regulations for those unincorporated areas which may potentially be annexed.

6. The City should research land acquisition opportunities outside city limits, at higher elevations, for tsunami refuge and possible long-term relocation opportunities, beginning with critical facilities.
7. The City should consider both short-term and long-term acquisition of accessibility and development rights to higher elevation land outside the city limits, both for direct safety and for economic development that enhances the City's resilience. This can include but is not limited to:

In the immediate term, private logging roads which provide access to higher ground suitable for evacuation and refuge, but which are currently gated and locked, should be openable and useable for emergency evacuation.

Short-to-medium-term acquisition of higher ground for hiking, biking, camping and hunting facilities areas that would also be suitable for emergency shelter and refuge. Gradual incorporation of higher-ground uses in the community's everyday life and identity can help prepare the City for relocation and resettlement if needed.

Medium-to-long-term investment in higher ground for income-generating resort development that would also be suitable for relocation of households and critical facilities in the worst case of an earthquake and tsunami.

CHAPTER 9

SHORELINES MASTER PROGRAM

The City of Westport has elected to implement the State Shoreline Management Act, Chapter 90.58 RCW through the adoption of Chapter 17.32 of the development regulations of the City of Westport's Municipal Code.

Shoreline regulations apply to all lands and waters in the City of Westport which are under the jurisdiction of the Shorelines Management Act of 1971. These lands and waters are shown on the City of Westport Comprehensive Land Use, Shoreline, and Zoning Map (see attached Appendix A).

State of Washington regulations require that all local government agencies with shorelines of the state within their boundaries develop and administer a Shoreline Master Program. The Shoreline Master Plan is required to better regulate the management, and enforce land use regulations for development, on shorelines of Statewide Significance to provide no net loss of existing wetlands, sensitive, and critical areas.

The legislature finds that the shorelines of the state are among the most valuable and fragile of its natural resources and that there is great concern throughout the state relating to their utilization, protection, restoration, and preservation.

The timing of and process for review and approval of updates and amendments to the Shoreline Master Program are established by the State Legislature and codified in the Washington Administrative Code. Shoreline Master Program updates may or may not coincide with Comprehensive Plan updates. Any approved amendment or update of the Shoreline Master Program shall be considered as an update to the Comprehensive Plan and included as an addendum to the attached Appendix C.

In the original City of Westport Comprehensive Plan, adopted in 1998 and revised in 1999, funding was provided in part through a cooperative agreement with the National Oceanic and Atmospheric Administration with funds appropriated for the Coastal Zone Management Act of 1972 through a grant to the Washington Department of Ecology.

This revision and update to the original document was not funded through this program.

The current approved City of Westport Shoreline Master Plan as it currently exists or is hereinafter amended, updated, or replaced by ordinance of the City Council of the City of Westport, is adopted by reference and included as Appendix C. While this is a separate document, adopted by reference, hazard mitigation strategies, in particular in response to sea level rise, will need to be considered in future updates of the Shoreline Master Plan. This may include but not be limited to updated maps and zones of areas that are now in shorelines, relocation of infrastructure including roads away from shorelines, and measures to protect vegetation and ecosystems encroached upon by sea level rise.

CHAPTER 10

HEALTH AND WELL-BEING

Introduction

The decision to incorporate a health and well-being element in the Comprehensive Plan was driven by the importance for adequate health services, especially to a community where the median age of the population is 43.8 years, and 19% of the population are aged over 65. Health and well-being is however important to all members of the community and therefore appropriate planning for future needs of human health and well-being are important.

Westport already has several health care services including a physician, pharmacy, optician, dentist, licensed massage practitioner, and alternative medicine provider. These facilities are likely being used by residents outside of Westport in the wider South Beach area. For health care services beyond those available in Westport and for emergency services Westport residents must travel to Aberdeen where the closest hospital (Grays Harbor Community Hospital) and a more complete pharmacy is located. It is important for Westport to retain its existing health care services, and to assess what additional community health care needs exist and how to meet them.

Mental health and physical health are also provided in a community by means other than primary health care services. Access to healthy food, pedestrian-friendly areas that encourage walking and physical exercise, and access to social spaces and activities also help promote health and well-being. As such this will also be addressed in goals and objectives of this chapter.

In addition to primary health care needs for the community it is also important to consider and plan for how these facilities and services can be utilized or replaced in emergency situations, in particular in response to natural hazards that cut off physical access to and from the City. Ensuring emergency response medical resources are available in a natural disaster situation are therefore of high importance for health and well-being planning purposes.

While Grays Harbor County Public Health and Social Services already has policies and practices that serve Westport and surrounding areas of the county, there are important aspects of public health that intersect with the various elements of the Comprehensive Plan, as well as with local strategies for hazards resilience. Those intersecting points are highlighted here, but this new element is not intended in any way to replace or conflict with County plans, policies or practices.

The following establishes the goals, objectives, and policies to address the above issues in health and well-being for the City of Westport.

GOALS:

A broad range of health services that recognize the changing health and well-being needs of residents and are able to accommodate this through primary health care.

An efficient and effective emergency response system to allow for adequate medical aid in response to natural hazards such as earthquakes and tsunamis.

A community that supports both physical and mental health and well-being through a combination of primary health care providers and access to other promoters of health and well-being such as physical exercise and access to healthy food.

OBJECTIVES:

1. Encourage existing health care providers in Westport to continue operations in the future to continue to meet the health needs of the wider community
2. Promote telehealth technology as a means to offer a broader range of services and increase access to health care while reducing dependency on travel to larger cities.
3. Promote networking and communications between health care providers both within Westport and further afield to more specialized health care providers.
4. Continue to assess the health care and well-being needs of the community through community outreach to ensure required health and well-being services are being provided where possible.
5. Ensure that telehealth and networking communications are technologically and organizationally robust enough to function when regular broadband and cellular networks are disrupted by major storms or earthquakes.
6. Consider relocating critical health care facilities to higher ground within the City of Westport, or nearby, to build resiliency from natural hazards such as sea level rise and tsunamis.
7. Maintain emergency medical supplies in safe, secure locations that are accessible and usable after a natural hazard event.
8. Encourage walking, physical exercise and outdoor activities by improving Westport's trails and pedestrian circulation through the residential areas, urban areas, parks, beaches and the Marina District.
9. Promote access to healthy food through food pantries and community gardens maintained by the community that are functional in an emergency.

POLICIES:

1. The City shall continue to work with Grays Harbor County Public Health and Social Services to monitor the health and well-being needs of the community and where possible ensure these needs are being met.
2. In emergency preparedness planning the City should ensure there are adequate medical and food supplies that can be accessed in response to emergencies such as natural disasters, including in tsunami vertical evacuation structures.
3. The City should encourage community gardens and farmers markets to promote access to healthy food.
4. All new development should have pedestrian access to encourage walking as a mode of transportation.

CHAPTER 11

IMPLEMENTATION

Introduction:

For the comprehensive planning process to be effective, it must be integrated with a strong commitment towards implementation. This chapter outlines the process and procedure for the implementation of this comprehensive plan.

The planning process requires a framework of continual monitoring, reevaluation, reassessment, and corrective action. As this comprehensive plan is long range, there will probably be a need for refinement of goals and policies as new circumstances present themselves. The need for feedback and response, then, will be essential to the implementation of this plan. The following outlines a series of recommendations and standards geared towards assuring the effective implementation of this comprehensive plan.

1. Public Participation

A comprehensive plan reflects the goals and aspirations of the community at large. As a result, the comprehensive plan requires that citizen participation is sustained within the planning process. The following presents standards for citizen participation for the comprehensive planning process.

Encourage maximum citizen participation in all phases of the local government decision making and comprehensive planning process, especially by those groups who have traditionally lacked access to the decision-making process.

The planning commission should be used aggressively as a means of addressing community development concerns, as well as formulating citizen concerns into policy recommendations.

The planning commission should be comprised of individuals who represent a wide range of interests within the community.

2. Intergovernmental

It should be recognized that incorporated limits are geographical, not social, concepts. That is, social and economic relationships extend beyond the political, city limit boundaries. For this reason, the need for intergovernmental coordination in decision making to address mutual concerns should be recognized.

The city of Westport should promote inter-jurisdictional cooperation between itself and Grays Harbor County, other cities, special purpose governments, special districts, as well as with state and federal agencies.

The city of Westport should promote communication and coordination with other political entities to assure that plans and projects are consistent with the goals and objectives of one another.

3. Plan Review

As a long-range planning document, the comprehensive plan anticipates needs and concerns which may present themselves in the future. The flexibility of this document is designed to allow room for changing needs. Nonetheless, uncertainty over future occurrences as well as changes in tastes and preferences may require modifications to this comprehensive plan. Thus, the following are recommended as a plan review monitoring technique.

The Planning Commission and City Council should, on an annual basis, review the comprehensive plan document to ensure that it functions as an accurate expression of community preferences.

The City should maintain an adequate staff to enable the effective implementation of the plan's policies, as well as to provide assistance in the plan review process.

4. Regulatory Coordination

As state law notes, "...the comprehensive plan shall not be construed as a regulation of property rights or land uses." (RCW 35A.63.080). Instead, the comprehensive plan is a general guide and point of reference from which administrative and legislative action should be taken. This comprehensive plan, then, should be coordinated with the land use regulatory devices of the city of Westport as follows.

a. Zoning Ordinance:

After development in 1997, this comprehensive plan document was followed by the adoption of a new zoning ordinance which was originally developed in 1973. The City of Westport shall, upon adoption of the comprehensive plan update, continue to periodically review and update the current zoning ordinance as a continuing process.

b. Subdivision:

As the city subdivision ordinance affects land density and the provision of public facilities, subdivision documents should be reviewed for their consistency with the comprehensive plan. The city of Westport shall review subdivision ordinances and, if necessary, initiate amendments to bring them in conformance with the goals, objectives, and policies of the Comprehensive Plan.

c. Other Regulations:

There are various other plans and regulations which impact the physical development of the city. The importance and effect of these documents in relation to this comprehensive plan must be considered. The City of Westport shall review those regulations impacting the implementation of the comprehensive plan. These include, but are not limited to, those plans currently adopted by reference and listed in section 7 of this chapter.

5. Regulatory Implementation

State law requires the application and referencing of the comprehensive plan in the city's decision-making process for actions affecting the physical development of the city. In keeping with state regulation, the following standards are presented.

The City of Westport shall consult the comprehensive plan as a preliminary to the establishment, improvement, or vacation of streets, parks, public ways, public buildings, and public structures.

The legislative body of the City of Westport shall not accept the dedication of any street or other area for public use until the city staff has considered the location, character, and extent of the effect thereof with reference to the comprehensive plan.

In considering land use decisions such as variances, rezones, and conditional uses, the Land Use Hearings Examiner, Planning Commission, and/or City Council shall consult the Comprehensive Plan to see that their decision is consistent with the goals, objectives, and policies therein. Should any land use action be in conflict with any goal or objective in the Comprehensive Plan, that action shall not be approved. If the Land Use Hearings Examiner, Planning Commission, or City Council wishes to take action in conflict with the Comprehensive Plan, those goals and objectives in conflict shall first be deleted. Only after an amendment has been made shall final action be taken.

6. Amendments

Should, as time proceeds, it become evident or necessary that amendments be made to the comprehensive plan, the City of Westport shall follow the amending requirements set forth in RCW 35A.63.073, or its successor thereafter.

7. Adoption by Reference

In addition to the goals, objectives, and policies described in this comprehensive plan, the following previously adopted statements of goals, objectives, or policies, as they currently exist or as hereafter amended, are hereby adopted by reference to remain in effect as portions of the comprehensive plan. These include:

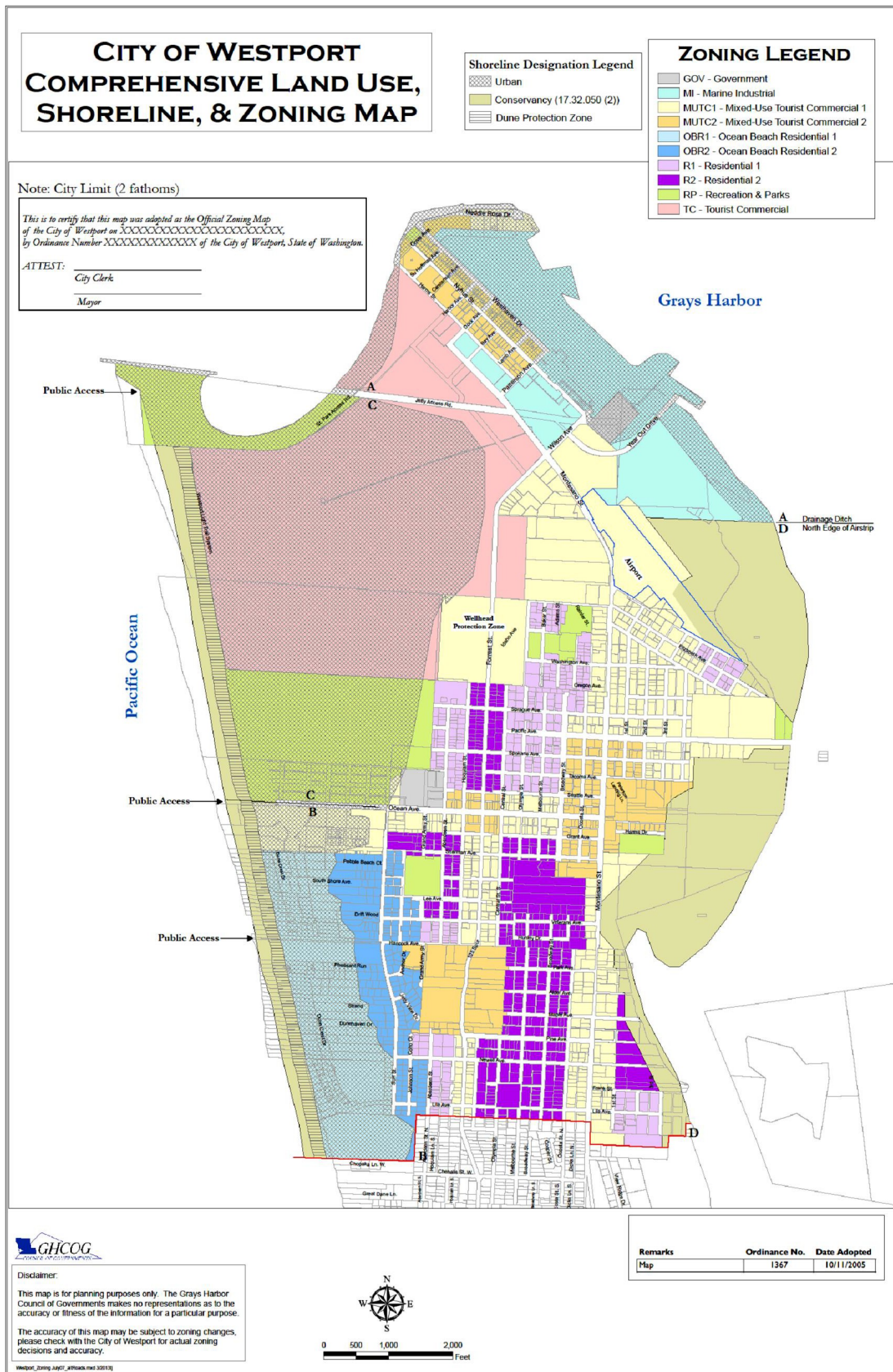
- a. City of Westport Parks and Recreation Plan.
- b. City of Westport Comprehensive Water System Plan.
- c. City of Westport Sewer Comprehensive Plan.
- d. Westport Municipal Airport Layout Plan.
- e. Master Plan for Westport Marina District.
- f. Marina District Parking Study.
- g. Transportation Improvement Plan.
- h. Shoreline Master Program.
- i. Hazard Mitigation Plan.
- j. City of Westport Design Guidelines and Standards

It is anticipated, over the course of the next 20 years from the adoption date of this comprehensive plan, that the City will have reviewed and adopted additional planning documents. Upon approval by the city of Westport, any such plans shall automatically be incorporated and adopted by reference as portions of the Comprehensive Plan.

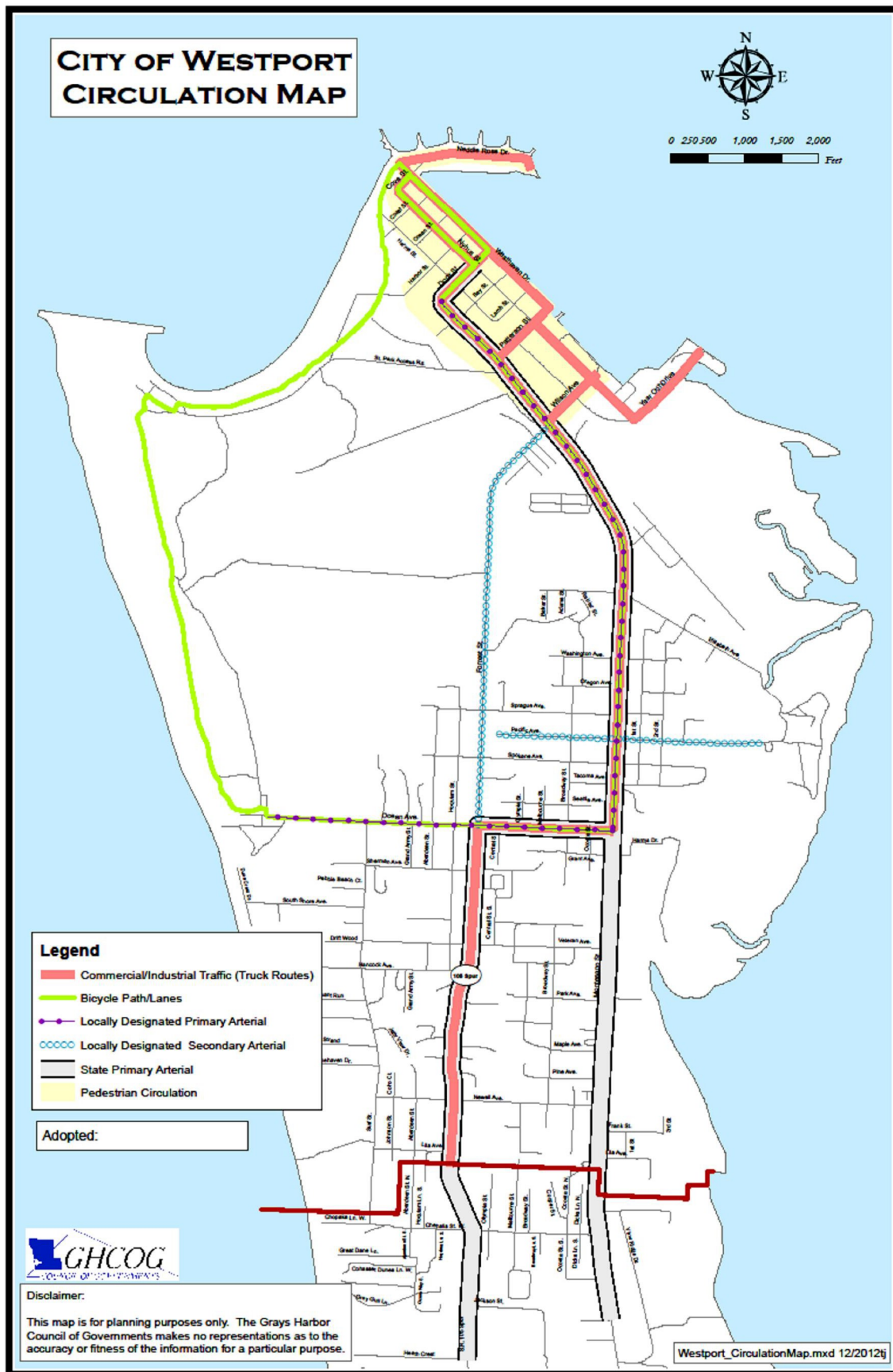
CONCLUSION

This Comprehensive Plan has established goals, objectives, and policies which should guide the City's decision-making over the length of its effectiveness. As stated at the outset, this document is intended to allow the City the opportunity to anticipate its future aspirations, rather than react to day to day circumstances. This plan should also be seen as a coordination device, which will avoid competing and conflicting decision-making. The comprehensive planning process can, if effectively implemented, enable the City to operate in a much more orderly and rational manner, and promote decisions that represent the values and preferences of the community at large.

Appendix A



Appendix B



Appendix C

Shoreline Master Program

SHORELINES GOALS AND POLICIES

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INTRODUCTION TO THE SHORELINES MASTER PROGRAM

Introduction

The City of Westport has elected to implement the State Shoreline Management Act, Chapter 90.58 RCW through the adoption of goals and policies in Chapter 9 of the City of Westport's Comprehensive Plan, and Chapter 17.32 of the development regulations in the City of Westport's Municipal Code.

Shoreline regulations apply to all lands and waters in the City of Westport which are under the jurisdiction of the Shorelines Management Act of 1971. These lands and waters are shown on the City of Westport Land Use, Shoreline, and Zoning Map.

CHAPTER 1. SHORELINES ELEMENTS AND GOALS

Eight elements relating to Shorelines Management have been identified: Economic Development, Public Access, Circulation, Recreation, Land and Water Use Conservation, Valuable Sites and Structures, and Restoration. Each of these is described below and then appropriate goals are drawn.

A. Economic Development

The primary sectors of the regional economy are forest products, fishing, and tourism. Forest products, fishing, and tourism have seasonal highs and lows, which affect the population and resources of the local economy. Expanding the local economy base is an important function of our shoreline assets.

Economic Development Goal:

To maintain and enhance our shoreline-related industry. To secure an adequate amount of shorelines of an appropriate nature for these industries, and to provide an adequate area for diversified shoreline-related industries as implemented through comprehensive plan maps and development. The City supports state-wide efforts for industrial sites of state-wide significance. No specific sites are identified in the City.

B. Public Access

Recreation is often divided into two types: active and passive. The following goal is based on both types of recreation use and recognizes the need for this access to be compatible with the recreation and the private needs of local commerce and industry.

Public Access Goal:

To maintain and improve our existing public access to publicly-owned shorelines and to secure additional access for residential and general public use through land use plans identified in the comprehensive plan and development regulations.

C. Circulation

In Westport, circulation is closely intertwined with the shoreline resource. Circulation also includes the various above- and below-ground utility systems such as electricity, water, and sewer. Our local economy is dependent on a network of roads, railroads, shipping, commercial and sport fishing, and air travel.

Circulation Goal:

To create and maintain a circulatory network capable of delivering people, goods, services, and emergency services at the highest level of convenience, safety, reliability, and economy. The secondary effects of circulatory system development must be accounted for in the planning of such systems to avoid undesirable side effects.

L. Recreation

Access to shorelines for passive and active recreation was included as a consideration in the Public Access Goal. Water-related recreation depends on access but also represents a specific activity or use of the water or the adjacent shorelines. This activity takes several forms and is noted in the Economic Goal as an integrated part of the regional economy.

Recreation Goal:

To seek and provide proper recreational opportunities for the local citizenry, to see that the at-home recreational needs are met. Further, to maintain and enhance our tourism resources, to stabilize these resources, and to guide resource development such that development enhances rather than detracts.

E. Land Use

Land use goals are designed to protect community resources and property values and to further provide for the overall development of the community in a cost-effective manner. The purpose of the shoreline program is to guide overall planning objectives.

Land Use Goal:

To promote the best possible pattern of land uses, to assure a minimum of conflict between uses, to assure that individual uses are placed on sites appropriate to such uses, to assure that lands and waters of specific natures are available to uses which need such special types of lands and waters, to see that all of the uses needed by the region have a place, and to generally devise a pattern beneficial to the natural and human environments, and to provide reasonable opportunity for residential, tourist, recreation, and water-oriented commercial and industrial uses on the shorelines of the City.

F. Conservation

As noted earlier, the local economy depends heavily upon local resources, especially the renewable ones, so for economic and social reasons conservation is important. The supply of the renewable and non-renewable resources is limited and must be conserved and used wisely.

Conservation Goal:

To identify the resources of the region including: fish, wildlife, timber, estuaries, shorelines, beaches, scenic areas, critical areas, land, water, and air. The City's development regulations are designed to enhance these goals.

G. Historic, Cultural, Scientific, and Educational Sites and Structures

Historic, cultural, scientific, and educational sites or structures located within the area under the jurisdiction of the Shoreline Act should be identified and preserved so that their values will not be lost to our or future generations.

Historic, Cultural, Scientific, and Education Sites and Structures Goal:

Historic, cultural, scientific, and educational value should be preserved and maintained through park use or historic designation.

H. Restoration

There are shoreline areas where there are structures and uses which are damaged or deteriorated. Reuse and rehabilitation of these areas are important. Direct development into those areas rather than encouraging the use of unused land is one way to encourage restoration.

Restoration Goal:

To encourage development in areas which have been previously impacted with development so that such areas may be renewed, restored, and refurbished by compatible new development.

CHAPTER 2. SHORELINE MANAGEMENT POLICIES

The City adopts the goals of RCW 90.58.020 as implemented statewide through Chapters 173-16 and 173-27 WAC and implements those policies specifically through this Comprehensive Plan and the associated development regulations.

A. Master Program Concept

The City of Westport Shorelines Master Program consists of this Chapter 9 of the Westport Comprehensive Plan and Chapter 17.32 of the City development code applicable within the shoreline area.

B. Activity and Development Policies

1. Agricultural Practices: Agricultural practices are those methods used in vegetation and soil management, such as tilling of soil, control of weeds, control of plant diseases and insect pests, soil maintenance, and fertilization. Within Westport agricultural practices consist of low - intensity activities such as pasture and grazing.

- a. Buffer strips should be maintained where needed between cultivated lands and bodies of water to protect the aquatic environment.
- b. Proper plowing patterns should be used to avoid excess runoff and erosion.
- c. Diversion of waters for agricultural purposes should be done only in accordance with water right procedures.
- d. The application of clean sand as a soil improvement measure to pastures and croplands may be permitted where the sand will not negatively impact aquatic vegetation or enter nearby waters.
- e. Pesticides, herbicides, and fertilizers should be applied in a manner which minimizes direct or indirect entrance into nearby waters. Application of pesticides intended to abate mosquitos or similar water-related infestations should be administered in accordance with Environmental Protection Agency standards.

2. **Aquaculture:** Aquaculture (popularly known as fish farming) is the culture or farming of food fish, shellfish, or other aquatic organisms.
 - a. Aquaculture structures should conform to existing guidelines elsewhere in the Act. Potential sites are often in areas of high aesthetic value.
 - b. Navigation should be routed, where possible, to minimize hazards to aquacultural projects.
 - c. Areas which have the proper combination of characteristics needed for aquaculture should be identified for that purpose.
 - d. Water quality in waters that circulate into aquacultural areas should meet standards that will insure the quality of aquacultural waters.
 - e. Aquacultural enterprises should be given every encouragement as potential diversifying factors in the local economy.
3. **Mining:** Mining is the removal of naturally occurring materials from the earth for economic use.
 - a. When rock, sand, gravel, and/or minerals are removed from shoreline areas, the adjacent waters should be protected from mine-generated sediment, debris, and deleterious effluent. This protection should include, but not be limited to, a buffer strip when appropriate.
 - b. Excavations for the production of sand, gravel, and minerals should be done in conformance with the Washington State Surface Mining Act.
 - c. The removal of sand and gravel from marine beaches may only be permitted to keep road accesses open. The removal of sand and gravel from marine beaches for any other purpose is prohibited.
 - d. The removal of sand or gravel from the dune protection/conservancy zone is prohibited, except as provided in "c" above.
4. **Landfill:** Landfill is the creation of dry upland area by the filling or depositing of sand, soil, or gravel or other suitable materials into a shoreline area.
 - a. Shoreline fills or cuts should be designed and located so that significant damage to existing ecological values or natural resources, or alteration of local currents will not occur, creating a hazard or significant injury to adjacent life, property, and natural resources systems.
 - b. All perimeters of fills should be provided with suitable means for erosion prevention where appropriate and necessary.
 - c. Fill material should be of such quality that it will not cause water quality degradation.
 - d. Priority should be given to landfills for water-dependent uses and for public uses.
 - e. Upland filling and structures are acceptable providing they do not detract from other goals and policies.

5. Dredging: Dredging is the removal of earth from the bottom of a stream, river, lake, bay, or other water body for the purposes of deepening a navigational channel or to obtain the materials for other uses.

- a. Dredging should focus on public access, transportation, and shoreline industry in identified industrial areas.
- b. Dredging should minimize damage to existing ecological values, natural resources, and the river system of both the area to be dredged and the area for deposit of dredged materials and shall also minimize water quality degradation.
- c. Dredging of bottom materials for the single purpose of obtaining fill material is prohibited, except for public repair or restoration projects.
- d. Ship channels, turning and moorage basins should be identified. New areas may be constructed to support industrial, terminal, or marine use.

6. Clearing and Excavation: Vegetative clearing including site-clearing, right-of-way clearing, grazing, and damage to vegetation from pedestrians and vehicles should be controlled to the extent required depending on soil type, steepness, etc. so that erosion will not be caused, shade will not be removed from shallow streams used by salmon and other fish sensitive to warm water, debris will not be released or rainwater runoff on slopes will be increased.

Excavation including dredging of channels and marinas, removal of sand or gravel for construction of roads or fills, excavation of drainage ditches, and grading should be controlled to minimize potential impact.

7. Waste Disposal: Solid and liquid wastes are generated by recreational activities, industry, commerce, and residents. Waste disposal includes storage, collection, treatment, and disposal practices which if not appropriate can have detrimental impacts on shorelines.

- a. New solid waste landfills shall be prohibited in shoreline areas,
- b. All uses and activities which generate liquid wastes shall utilize public sanitary sewage systems for treatment. Hookup shall be required when a line is within 200 feet of any structure with a waste discharge within the shoreline area,
- c. Waterfront land uses shall include measures to adequately convey and discharge storm water runoff. The storm water runoff shall be adequately treated to prevent the deterioration of surface or ground water quality.

8. Public Access

- a. The granting of public access by private property owners is an important public benefit, and public programs which enable the private owner to provide or continue to provide public access to publicly-owned shorelands should be encouraged.
- b. Residential and commercial development on shorelines of statewide significance should be encouraged to provide linear access ways along the shorelines where such trails are appropriate, as identified on City plans. Such access ways may only be required, however, consistent with state guidelines on acquisition of rights in private property or as mitigation for proposed development or as mitigation for proposed development.

- c. Public access should be considered in the review of all private and public developments (including land division) with the exception of the following:
 - i. One- and two-family dwelling units; or
 - ii. Agricultural/marine industry activities; or
 - iii. Where deemed inappropriate due to health, safety, and environmental concerns.

9. Tourist and Commercial Activities

- a. The promotion of tourist and commercial activities in appropriate areas of the City's shoreline is central to accomplishing City planning goals and objectives.
- b. City plans should encourage optimum use of valuable shoreline areas planned for commercial and tourist services to provide for the local economy and increase public use and access.
- c. The City should require adequate public services and utilities in shoreline areas of intensive use.
- d. The Port property in Westport is an appropriate location for a concentration of tourist activities.

10. Ports and Water-Related Industry: The Westport marina is a major small boat basin which serves the Grays Harbor estuary and the Washington coast. The marina serves fishing boats and to a lesser extent pleasure craft. Water-dependent and water-related industries served by the marina facilities include seafood trading, processing, storage, ship provisioning, and ship construction and repair.

- a. Water-dependent industries which require frontage on navigable water should be given priority over other industrial uses.
- b. The cooperative use of docking, parking, cargo handling, and storage facilities should be strongly encouraged in waterfront industrial areas.
- c. Terminal and industrial docks and piers must be carefully planned to reduce the adverse impact of such facilities on other water-dependent uses and shoreline resources.
- d. Preference for Port and water-related industry should be given to development and redevelopment of existing port areas such as the Westhaven area.
- e. The Westport area is the focus for commercial fish harvesting, fish processing, and aquaculture within the Grays Harbor region. The continuation and enhancement of those operations should be encouraged. Support facilities for these harvest activities should be maintained and encouraged.
- f. Industries and activities which support off-shore resource development and require water access or frontage are encouraged to locate in shoreline areas identified as suitable for such uses.
- g. Continued maintenance of the navigation channel into the marina area is critical to the primary economic role of the Westport area. Maintenance of the channel will be encouraged.

- h. Navigation aids are appropriate to the area and should be constructed and maintained where needed.

11. Commercial Development: Commercial developments are those uses which are involved in wholesale and retail trade or business activities. They range from small businesses within residences, to major concentrations of commercial uses and include tourist, tourist support, and destination type activities.

- a. Priority should be given to those commercial developments which are particularly dependent on shoreline location and which permit substantial numbers of people to enjoy the shoreline.
- b. Commercial developments not requiring shoreline locations should be encouraged to locate upland.
- c. Parking facilities should be placed inland away from the immediate water's edge and recreational beaches.

12. Residential Development: Residential development is the creation of residential building sites through land subdivision and also the construction of dwellings of all types. Residential development on residentially designated urban shorelines is a priority use under RCW 90.58.020 in areas of existing development. The City's OBR-I zones is specifically designed to address that priority.

- a. Residential development should be designed with consideration given to shoreline protection and aesthetic enhancement.
- b. Public access to shorelines should be encouraged in planning residential developments.
- c. Residential development shall have adequate provisions for sanitary sewage, water supply, and drainage control.
- d. Infill within presently developed areas should be encouraged in order to utilize existing utilities.
- e. Residences over water shall be permitted with adequate sewer and water only in appropriate urban shoreline environments.
- £ Floating residences are permitted with adequate sewer only in appropriate urban shoreline environments.

13. Recreation: Recreation is the refreshment of body and mind through forms of play, amusement, or relaxation. The recreational experience may be either an active one involving boating, swimming, surfing, fishing, or hunting or the experience may be passive such as enjoying the natural beauty of a vista or a lake, river, or saltwater area. Residential uses designed for periodic use promote public access to and enjoyment of Westport's recreational shoreline amenities.

- a. Developments which provide recreational uses facilitating public access to shorelines, and other uses dependent upon shoreline locations is encouraged.

- b. The linkage of shoreline parks and public access points on public shorelines through the use of linear access should be encouraged. Many types of connections can be used such as hiking paths, bicycle trails, and/or scenic drives.
- c. Whenever practicable, scenic views and vistas should be identified and incorporated into development proposals.
- d. Westport represents the major destination recreation center associated with sport fishing, surfing, and water-based sports as well as golf and conference activity.
- e. Recreational developments should be of such variety as to satisfy the diversity of demands and should be compatible with the environment designations.

14. Utilities: Utilities are services which produce and carry electric power, gas, sewage, communications, and oil.

- a. Development of utilities underground and along existing right-of-ways and easements should be required when infilling existing neighborhoods and in newly developed areas.
- b. Areas damaged by installation of utilities should be restored.

15. Road and Railroad Design and Construction: A road is a linear passageway, usually for motor vehicles, and a railroad is a surface linear passageways with tracts for train traffic.

- a. Roads and railroads should be located away from shorelands, except where necessary to meet the adopted transportation plan.
- b. Scenic corridors with public roadways should have provision for safe pedestrian and other non-motorized travel. Also, provisions should be made for sufficient viewpoints, rest areas, and picnic areas in public shorelines.
- c. The elevation of roads should allow safe access for ordinary and emergency vehicles in times of flood. Drainage openings should be sufficient to discharge flood flows without unduly increasing flood heights.
- d. Road locations should fit the topography as much as possible, and natural conditions should be altered as little as possible consistent with functional requirements.

16. Marinas: Marinas are facilities which provide boat launching, storage, supplies, and services for small pleasure craft and commercial fishers.

- a. Marinas should be designed in a manner that will minimize damage to fish and shellfish resources and be aesthetically compatible with adjacent areas.
- b. Adequate parking should be provided and should be located as far upland as possible.
- c. The existing marina and support activities within Westport should be maintained and encouraged.

17. Shoreline Works and Structures: This term is used to cover: bulkheads, breakwaters, riprap, jetties, groins, shoreline protection works, piers, levees, docks, channelization works, berms, and the like. In Westport the most significant shoreline works and structures include the south jetty, the groins and rip-rap protecting Westhaven, and the works protecting the marina. The measures are necessary to protect both Westhaven and the harbor entrance channel. Note: SWS means "Shorelines Works and Structures."

- a. Maintenance and protection of the essential SWS should be encouraged and fostered.
- b. The highly altered banklines in the north and northeasterly portion of Westport should be maintained and are considered acceptable alterations.
- c. In-water structures are appropriate in existing developed areas and in direct support of transportation terminals, recreation, the fisheries industry, or other water-dependent businesses.
- d. Navigation structures and erosion control devices such as jetties and groins are acceptable uses in the Westport area.
- e. Where practical, open piling is preferred for piers and docks.
- f. SWS should minimize and/or compensate adverse effects on beach sand movement and further minimize alteration of the natural shoreline.
- g. Where both might be applicable, floating structures are preferred to non-floating types in order to not interfere with water life, currents, sand movement, and circulation.

18. Archeological Areas and Historic Sites: Archeological, scientific, historic, cultural, and educational structures, sites, and areas which have significant statewide, regional, or local value.

- a. Shoreline permits, in general, should contain special provisions which require developers to notify the local government if any possible archeological data are uncovered during excavations.
- b. The National Historic Preservation Act of 1966 and Chapter 43.51 RCW are hereby adopted as policies of this Master Program and their administration and enforcement is encouraged.
- c. Development in the vicinity of a valuable historic or cultural site or structure should be controlled to prevent incompatible use, or style, or functional conflict.

C. Natural System Policies

1. Accreted Oceanfront Lands

- a. Because the foredunes or the vegetative buffer at the high tide mark are necessary to protect the upland ecological system, and because breaks in the dune or buffer by excavation, roadways, mining, etc. usually cause the erosion and deterioration of these natural areas, breaks in the foredune and the vegetative buffer area should be discouraged, and if allowed every precaution should be taken to insure that blow outs, and other detrimental changes do not result.
- b. Development in the OBR-I area shall be on City water and sewer to avoid local impacts to ground water.
- c. The areas between the dunes are important as recharge areas, and low density development is compatible in this area provided the wetland areas in the deflation plains are protected. If fill is used to create building sites outside of wetland areas, it and any

surface treatments shall be porous and adequate drainage shall be required. Filling of wetlands except for necessary utility and road crossings is prohibited.

2. Estuary

- a. The existing water area of the estuary will remain substantially in its present configuration. Minor alterations for maintenance of the existing bankline, protective structures, and the marina access channel will be permitted.
- b. The existing levels of water quality will be maintained to ensure the continued production of fish, wildlife, and oysters within the estuarine waters adjacent to the Westport area. Any new developments or discharges will be evaluated to determine any detrimental effects they might have on existing water quality.
- c. The natural bankline in the Half Moon Bay State Park area and in the southern portion of the Westport area shall be managed as a finite resource maintaining a natural configuration to as great an extent as possible.
- d. In areas subject to tidal flooding, development should be discouraged in presently undisturbed areas and encouraged where urban development has occurred or where landfilling and spoiling have altered the environment. The preferred practice is to elevate the sites above the ordinary high water line and/or use dikes and tidegates to protect development from tidal flood damage.

3. Floodplains: Development within shorelines areas should be consistent and coordinated with Westport's adopted floodplain management requirements.

4. Marshes: Marsh is the primary wetland vegetative type within the Westport area. Subject to the policies and the permitted uses and activities for specific environments and areas, the marsh areas will be maintained in all conservancy areas.

D. Shoreline Environment Policies

1. Urban Environment

- a. The purpose of the Urban Environment is to designate areas in which there is or should be a mix of compatible urban uses. A mix of urban residential uses, tourist, commercial, and industrial users should be encouraged consistent with the priorities of RCW 90.58.020. Statewide interests shall also be considered on shorelines of statewide significance. The City zoning designations as identified on the Comprehensive Land Use, Shoreline & Zoning Map provide the desired mix of uses to acceptable State priorities.
- b. Areas designated as Urban Environment shall be served with public water and sewage systems.

2. Rural Environment

The Rural Environment is inappropriate within the City limits due to the availability of City sewer and water service citywide. The City expects urban densities on net buildable lands within the urban area.

3. Conservancy Environment

- a. The purpose of the Conservancy Environment is to protect environmentally sensitive areas.
- b. Land uses within the Conservancy Environment should be limited to those which do not adversely impact the renewable resource management system, and permitted activities should take into consideration the ecological factors which must be protected in order to continue utilizing the resource in the future.

4. Natural Environment

- a. The purpose of the Natural Environment is to preserve and/or restore designated natural areas to their natural or original condition. Such areas are designed to remain relatively free of human influence and have severe restrictions on the intensity and type of use that is allowed.
- b. Aquaculture can be compatible with a Natural Environment if the intrusion into the environment is minimal and does not cause significant disruption,
- c. Within the vicinity of Westport, the only areas which meet the primary determinant for the Natural Environment set forth in policy 4(a) are the tidal marshes within the Elk River Slough south of the State Highway Bridge over Elk River.

E. Administration Policies

1. **General Administration:** The City shall administer the Shoreline Management Act through its land use permitting processes consistent with the requirements of Chapter 90.58 RCW and Chapters 173-16, 173-18, 173-22, 173-26, and 173-27 WAC. Responsibility for processing shoreline permits is designated in the City's development regulations.
2. **Areas Designated as Shorelines of Statewide Significance:** Within the City of Westport RCW 90.58.030(2)(e)(i) designated all marine shorelines, including the Pacific Ocean and the Grays Harbor Estuary, and their associated shorelands as shorelines of statewide significance.

