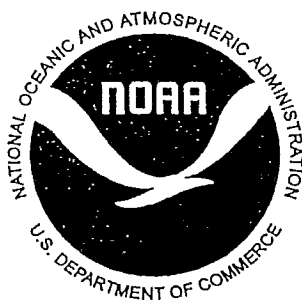


THE CITY OF WESTPORT

COMPREHENSIVE PLAN

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TABLE OF CONTENTS

<u>Title</u>	<u>Page Number</u>
CHAPTER 1: INTRODUCTION	1
CHAPTER 2: PLAN ORGANIZATION	4
CHAPTER 3: OVERALL GOALS AND OBJECTIVES	6
CHAPTER 4: LAND USE ELEMENT	8
LAND USE PLAN MAP AND DESIGNATIONS	Figure 1
CHAPTER 5: CIRCULATION ELEMENT	18
CIRCULATION ELEMENT MAP	Figure 2
CHAPTER 6: ECONOMIC DEVELOPMENT ELEMENT	23
CHAPTER 7: COMMUNITY APPEARANCE AND NATURAL RESOURCES ELEMENT	26
CHAPTER 8: AREA-WIDE DEVELOPMENT ELEMENT	30
CHAPTER 9: SHORELINES GOALS AND POLICIES	32
CHAPTER 10: IMPLEMENTATION	45

CHAPTER I

INTRODUCTION

The 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. CHARACTERISTICS OF THE COMPREHENSIVE PLAN:

The comprehensive plan has three general characteristics: (1) Comprehensiveness, (2) Long range, and (3) Flexibility.

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.

B. PURPOSE

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.

5. Legal Document

Washington State Law (RCW 35A.63) requires that a comprehensive plan with an element addressing land use and an element addressing circulation be required for every municipal code city. This comprehensive plan will function as the new guide to decision making in accordance with state law requirements.

C. 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.

D. 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 10. 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 seven chapters (3-9) 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 10, discusses the implementation of this plan. Chapter 10 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 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 circulation element which, like the land use element, is 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.

Chapter 6: Chapter 6 is the economic development element. Within the past few years, there has been 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 address its economic development concerns is evident. 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 appearance and natural resource element. This element generally addresses the physical appearance of the city, both developed and undeveloped. Although perhaps not immediately evident, this element is related to the economic development element. Since the physical appearance of the developed and undeveloped environment is closely tied to the city's appeal as a tourist oriented destination, it is important to address this appearance 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.

Chapter 8: The area-wide development element, Chapter 8, 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.

Chapter 9: The Shorelines Goals and Policies are contained in Chapter 9. Originally, there was a separate document, Shoreline Master Plan, which had both the shoreline goals and regulations, but in the interest of coordinating the various development guidelines, the shoreline regulations are now 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.

Chapter 10: 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 10 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, 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.

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 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 the City 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 a quality environment for the social, economic, and physical development of Westport.
9. To plan and manage growth and development while preserving the character of the natural and physical environment.
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.

CHAPTER 4

LAND USE ELEMENT

Introduction:

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. 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.

As noted in Chapter 2, this land use element is presented in two parts. Sections A - F 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 G of this land use element is 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

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.

OBJECTIVES:

1. To plan for a projected population of 2,444 in the city of Westport, and a projected population of 5,186 for the Westport area by the year 2000.

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 conflicts between land uses.
4. To prevent overcrowding of land use in the city, thus providing for adequate air, light, and protection from fire and noise pollution.
5. To apply appropriate planning principles and techniques to guide the physical development of the city.

B. RESIDENTIAL LAND USE

GOALS:

To provide sufficient space, protected from conflicting uses, for various residential uses while maintaining, to the extent possible, traditional residential values.

OBJECTIVES:

1. To separate various types of single-family structures in order to optimize choice in neighborhood type.
2. To provide sufficient area for mobile home use.
3. To allow new multiple-family structures within designated residential areas, provided the resulting density does not exceed twelve (12) units per acre and provided each development is reviewed to insure compatibility with surrounding single-family residences.
4. To protect residential neighborhoods from the intrusion of incompatible commercial uses.
5. Incompatible uses of land and disruptive non-residential traffic should be prevented from intruding upon residential areas.
6. Maximize the availability of view property.

C. COMMERCIAL LAND USE

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 provides goods and services in a safe, convenient, and attractive manner.

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 tourist service areas of Westhaven.
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.

D. INDUSTRIAL LAND USE

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 which 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.

E. LAND USE POLICIES

1. The city should encourage the provision of affordable housing for the growing elderly population 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. 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 immediately neighborhood, and the adequacy of public facilities serving the site.

3. 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.

F. 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.

1. Ground water

According to the *Westport 1944 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 overpumping; (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 *1994 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 *1984 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.
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 shall 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.

2. Stormwater/Drainage/Flooding

The Westport area receives approximately 70 inches of rainfall a year, much of which occurs within a few month's 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 have been made through the reconstruction of the Winter Creek Tidegate and outfall.

Nonetheless, even though the significant threat of tidal flooding is addressed by the tidegate improvements, the city still needs to review potential storm water runoff and drainage improvements.

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.

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 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 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.

G. LAND USE DESIGNATIONS AND LAND USE PLAN MAP

The land use plan map (October 1997 edition, Figure 1) 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. The Alternative 1 Land Use Map of the Port of Grays Harbor Comprehensive Plan (Industrial Properties 1996 Master Plan) is included in Appendix A to serve as an illustrative guideline for development of Port property.

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. See Figure 1.

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. Mobile - Manufactured Homes

a. Areas designated R1"/m" or R2 are intended to provide residents of mobile home structures access to a traditional low-density neighborhood environment with protections and amenities similar to the “residential” areas.

b. Mobile home areas should be designated primarily in the geologically older and more stable parts of the city in areas substantially developed as mobile home neighborhoods under existing development patterns.

4. 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 at Figure 1.

5. Tourist Commercial (TC)

The tourist commercial zone is intended to provide a zoning designation which would enable the development planned for the Westport property owned by the Port of Grays Harbor and which is identified in the comprehensive plan as the tourist commercial zone. This area is identified on the map at Figure 1 and the alternative uses are illustrated in the map in Appendix A.

6. 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.

7. Public

This designation sets aside areas in public ownership or areas where direct public ownership or control may be necessary to protect the city.

This designation is applied to all publicly-owned land where the use of land is of a public nature and to all other lands where public ownership or control may be necessary to protect the city. Public ownerships should be accommodated within a public use district to allow efficient maintenance and expansion of these uses.

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 page 16. The designations appropriate for Westport are:

a. Urban shoreline. The urban shoreline is an overlay zone for the Dune Protection, RP, R1, R2 MUTC, M1, 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.

H. 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.

LAND USE MAP AND DESIGNATIONS

Refer to latest version of Comprehensive Land Use, Shoreline, & Zoning Map

Figure 1

CHAPTER 5

CIRCULATION ELEMENT

Introduction:

As a significant and major determinant of land use development within an area, it is important that the 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 relative 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.

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 again. 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.

This chapter, then, outlines the circulation goals, objectives, and policies for tort in keeping with many of the issues just discussed. Contained within this chapter, there is also a circulation map. 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 it is anticipated that the existing Westport airport will become a year-round operating facility during the existence of this plan, specific provisions have been included to provide guidance regarding the airport facility and its impact on land use development.

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 serviced;

Compatibility of transportation types is enhanced;

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

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

OBJECTIVES:

1. To ensure appropriate circulation patterns that provide for the efficient and economical distribution of goods and services.
2. To ensure appropriate circulation patterns in newly developed areas of the city.
3. To protect residential neighborhoods from the adverse affects of through traffic corridors.
4. To develop a circulation system which encourages the conservation of energy.
5. To review and minimize the adverse social, economic, and environmental impacts and/or costs of transportation improvements or development.
6. To meet the transportation needs of those who do not principally rely on, or use, a private automobile.
7. To separate vehicular from pedestrian/bicycle traffic.
8. To improve accessibility to and through the city of Westport; especially in and near the Westhaven Marina area.
9. To encourage a well designed, aesthetically enhancing transportation system.

POLICIES:

1. Review available funding sources and continue to update the six-year street 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.
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 by 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. The city should support efforts to develop a direct transportation link between the North Beach and South Beach areas.
13. The city should support efforts to improve transportation accessibility along the Washington Coast.
14. Support efforts toward developing the Westport airport into a year-round facility.
15. The city should coordinate its transportation system with that of neighboring jurisdictions and with state and federal programs.

16. Pedestrian and vehicular flow should, if possible, especially be improved along Westhaven Drive, with particular attention to minimizing vehicular and pedestrian conflict.
17. The city shall support and participate in efforts to develop an ocean beach access path from Ocean Avenue to Westhaven State Park.
18. The city of Westport should not vacate streets; and should only vacate alleys after, upon reviewing requests on a case-by-case basis, determining there is significant public benefit to do so.

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 a year-round airport facility. As noted in policy number 14 above, the city should support efforts toward developing the existing Westport airport into a year-round facility. To anticipate the need to address land use related concerns and issues which may arise from the establishment of a year-round airport facility, this specific addition to the circulation element has been created.

GOALS:

A year-round airport facility 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.

OBJECTIVES:

1. Restrict uses in the airport area 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 transmissions which would interfere with aviation communications and/or instrument landing systems, or other items creating hazards for low overflying aircraft.
2. Encourage land uses which would benefit from airport locations.
3. The health, safety, and welfare of the general public shall be primary concerns in the building, zoning, and subdivision decision-making process affecting the airport area.

POLICIES:

1. The city of Westport shall, when necessary, incorporate an airport overlay zone into the existing and/or subsequent city zoning ordinance(s) which addresses, at a minimum, the following:

- a. Height restrictions.
- b. Compatible land uses within the airport area related to sound levels and overflight hazards.
- c. Condition zoning and platting approvals as necessary to meet the above restrictions on residential development.

WESTPORT
GRAYS HARBOR COUNTY, WASHINGTON

CIRCULATION
ELEMENT

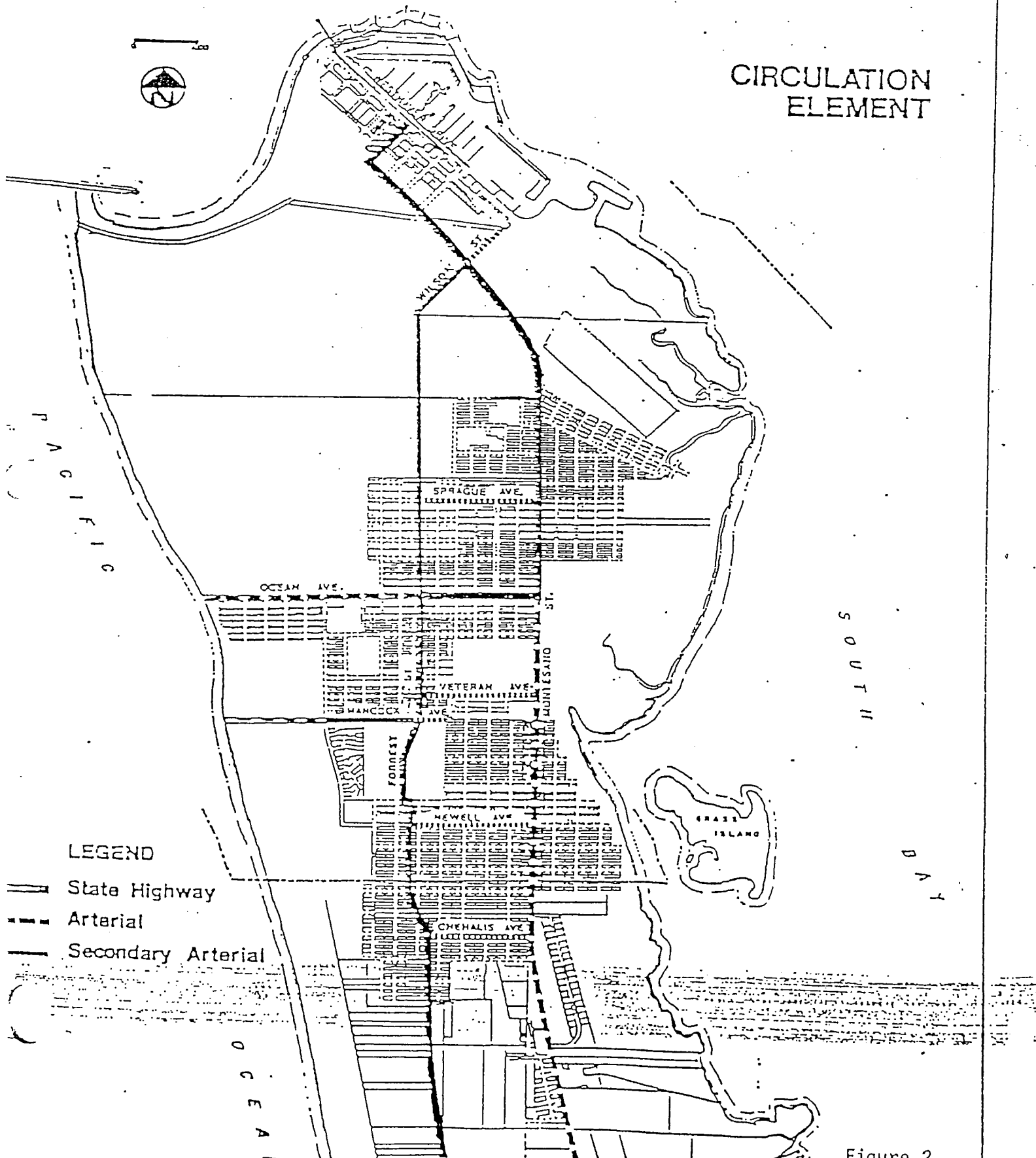


Figure 2

CHAPTER 6

ECONOMIC DEVELOPMENT

Introduction:

Within the past few years, there has been an increasing awareness and recognition of the importance of economic development within the city of Westport. A near simultaneous decline in the many resource industries upon which the local economic base is dependent, such as fishing and forest products, has impacted the city of Westport tremendously.

The dilemma which the city of Westport confronts is that its economy traditionally has been heavily dependent upon the charter and sport fishing industry, and the complementing tourism activity associated with it. The sudden decline in the principal economic base activity--fishing--has resulted in a sharp decline in economic activity for the city as a whole. The resulting consequences--out migration of population, business closures, property value decline, and decreased tax base--have all limited the city's ability to deal effectively with this and other issues and problems.

The evident need for the city of Westport, then, is principally twofold. First, the city must bolster those traditional economic sectors which have declined markedly in the past few years. Secondly, and perhaps more important, there is a need to diversify and expand the city's economic base and lessen its reliance on the one or two major sectors of the economy in order to minimize the vulnerability to sudden economic downturns. This chapter establishes goals, objectives, and policies intended to address the need for economic stabilization and diversification.

GOALS:

A local economy which retains existing business and industry, especially those which relate to and enhance the city's marine recreational activities and seaside character of the city.

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.

OBJECTIVES:

1. Diversify the economic base.
2. Retain, stabilize, and strengthen the traditional economic base sectors.
3. Minimize the short- and 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.

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 provide for commercial and industrial development locations.
4. Encourage the development and maintenance of attractive commercial and tourist service areas, particularly in 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.
8. Provide appropriate information to individuals or organizations engaged in attracting economic development.
9. To support public-private economic development partnership investment 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 Regional Planning Commission, Grays Harbor Economic Development Council, and the Grays Harbor Tourism Council.

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 dependent uses.
17. The city should support efforts to improve transportation accessibility along the Washington Coast, especially regular car ferry service or a bridge or a tunnel between Westport and Ocean Shores.
18. The City should support efforts of the Port of Grays Harbor to implement its Comprehensive Plan for Port property within Westport.

CHAPTER 7

COMMUNITY APPEARANCE AND NATURAL RESOURCES ELEMENT

Introduction:

The physical appearance of a city has significant implications for the well being of not only residents, but for 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 efforts in terms of attracting visitors and tourists to the community.

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 towards physical design principles.

As for the natural environment, the intent is to recognize the importance of open space, vegetation, and wildlife. These items contribute to the local quality of life and, again, are factors related to the city's attractiveness to visitors and tourists. 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 and promote public awareness upon such features.

OBJECTIVES:

1. The unique seaside character of the Westhaven area should be maintained and, if feasible, enhanced.
2. A visually pleasing commercial and tourist service area.
3. To preserve, as feasible, the following:
 - a. Light.
 - b. Views.

- c. Privacy.
 - d. Open space.
 - e. Shorelines.
 - f. Other natural features.
4. To avoid conflict of street and signage lighting with surrounding areas.
 5. To promote and increase awareness of the natural environment.
 6. To promote the compatible relationship of the built environment and the natural environment.

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. Buildings should be oriented towards pedestrians using awnings, vegetation, and providing visual activity.
4. 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.
5. Signs should be kept as simple as possible, relying on symbols to avoid needless clutter and complexity.
6. Signs should be small and low level, oriented towards pedestrians; perpendicular or preferably flat to buildings.
7. The city should study methods of sign regulation, compatible with aesthetic appearance and economic practicality.
8. The city should consider adopting an outdoor advertising code; sensitive to the needs of business, residents, and visitors.
9. Sign lighting should not be reflected or directed towards residential uses or areas.

10. Street lights should be designed to provide comfort, safety, and security.
11. Where feasible, the city should encourage and support efforts to place power and lighting utilities underground.
12. The city should strictly enforce litter control, abandoned vehicle, animal control, and other ordinances pertaining to the visual appearance and character of the city.
13. The city should encourage litter control as well as encourage community litter pick-ups and prevention programs.
14. The city should preserve and/or incorporate scenic and aesthetic features as feasible into the development of public projects.
15. 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.
16. The removal of trees should be minimized particularly when located on steep slopes; however, trees which are diseased, damaged or unstable should be removed.
17. Enforce ordinances against unkept property, especially grass and debris which may pose a fire hazard.
18. The city should encourage the preservation and maintenance of historically significant structures in the area.
19. The city should encourage recreational programs and activities which promote knowledge of the area's natural resources.
20. The city should encourage development which capitalizes on the scenic nature of the community, and which enhances the natural beauty of the community.
21. 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. Areas of steep slopes.
22. 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.
 23. 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. Issues of importance 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.

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 the public facilities.

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 Ocean Beach Residential Zone through the utilization of a north-south access road. In addition to enhance the access to utilities and public safety.

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.
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.

CHAPTER 9

SHORELINES GOALS AND POLICIES

TABLE OF CONTENTS

<u>TITLE</u>	<u>PAGE</u>
TABLE OF CONTENTS	32
INTRODUCTION TO THE SHORELINES MASTER PROGRAM	34
Introduction	34
Applicability	34
CHAPTER 1. SHORELINES ELEMENTS AND GOALS	34
A. Economic Development	34
B. Public Access	34
C. Circulation	34
D. Recreation	35
E. Land Use	35
F. Conservation	35
G. Historic, Cultural, Scientific, and Educational Sites and Structures	36
H. Restoration	36
CHAPTER 2. SHORELINE MANAGEMENT POLICIES	36
A. Master Program Concept	36
B. Activity and Development Policies	36
1. Agricultural Practices	36
2. Aquaculture	37
3. Mining	37
4. Landfill	37
5. Dredging	38
6. Clearing and Excavation	38
7. Waste Disposal	38
8. Public Access	38
9. Tourist and Commercial Activities	39
10. Ports and Water-Related Industry	39
11. Commercial Development	40
12. Residential Development	40
13. Recreation	40
14. Utilities	41
15. Road and Railroad Design and Construction	41
16. Marinas	41
17. Shoreline Works and Structures	41

18.	Archeological Areas and Historic Sites	42
C.	Natural System Policies	42
1.	Accreted Oceanfront Lands	42
2.	Estuary	43
3.	Floodplains	43
4.	Marshes	43
D.	Shoreline Environment Policies	43
1.	Urban Environment	43
2.	Rural Environment	43
3.	Conservancy Environment	44
4.	Natural Environment	44
E.	Administration Policies	44
1.	General Administration	44
2.	Areas Designated as Shorelines of Statewide Significance	44

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.

Applicability

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.

D. 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. Aquacultural 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.
 - f. 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, rip-rap, 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.

CHAPTER 10

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 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 interjurisdictional 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, board of adjustment, 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: It is anticipated that this comprehensive plan document will be followed by the development and preparation of a new 1997 zoning ordinance to succeed the present ordinance which was originally developed in 1973. The City of Westport shall, upon adoption of the comprehensive plan, proceed to prepare and develop a new zoning ordinance consistent with the goals, objectives, and policies outlined in the comprehensive plan.

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, the six-year street plan, the capital improvement programs, and the Shoreline Master Program.

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 board of adjustment, 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 board of adjustment, 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 are hereby adopted by reference to remain in effect as portions of the comprehensive plan. These include:

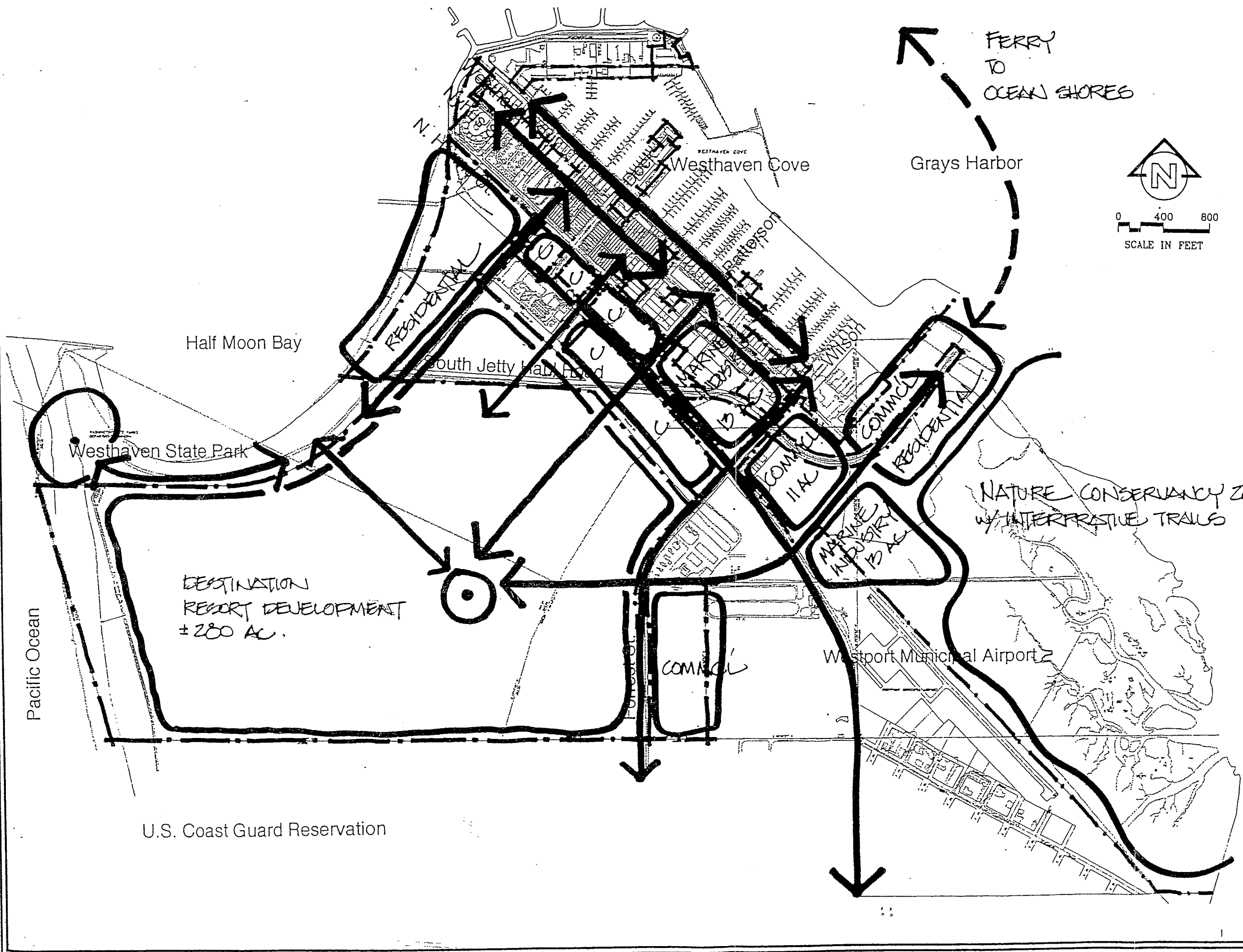
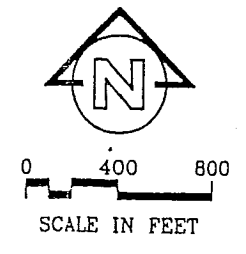
- a. City of Westport 1995 Parks and Recreation Plan.
- b. City of Westport 1994 Comprehensive Water System Plan.
- c. City of Westport 1994 Sewer Comprehensive Plan

It is anticipated that within a few years from the adoption date of this comprehensive plan that the city will have reviewed and adopted additional planning documents, particularly a comprehensive drainage plan, an airport facility plan, and a sewer system plan. Once these plans have been approved by the city of Westport, they 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, that 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

1996 INDUSTRIAL PROPERTIES MASTER PLAN



Westport Sites

Alternative 1 - Major Resort Development w/ Spin-Off Impacts

FIGURE 49

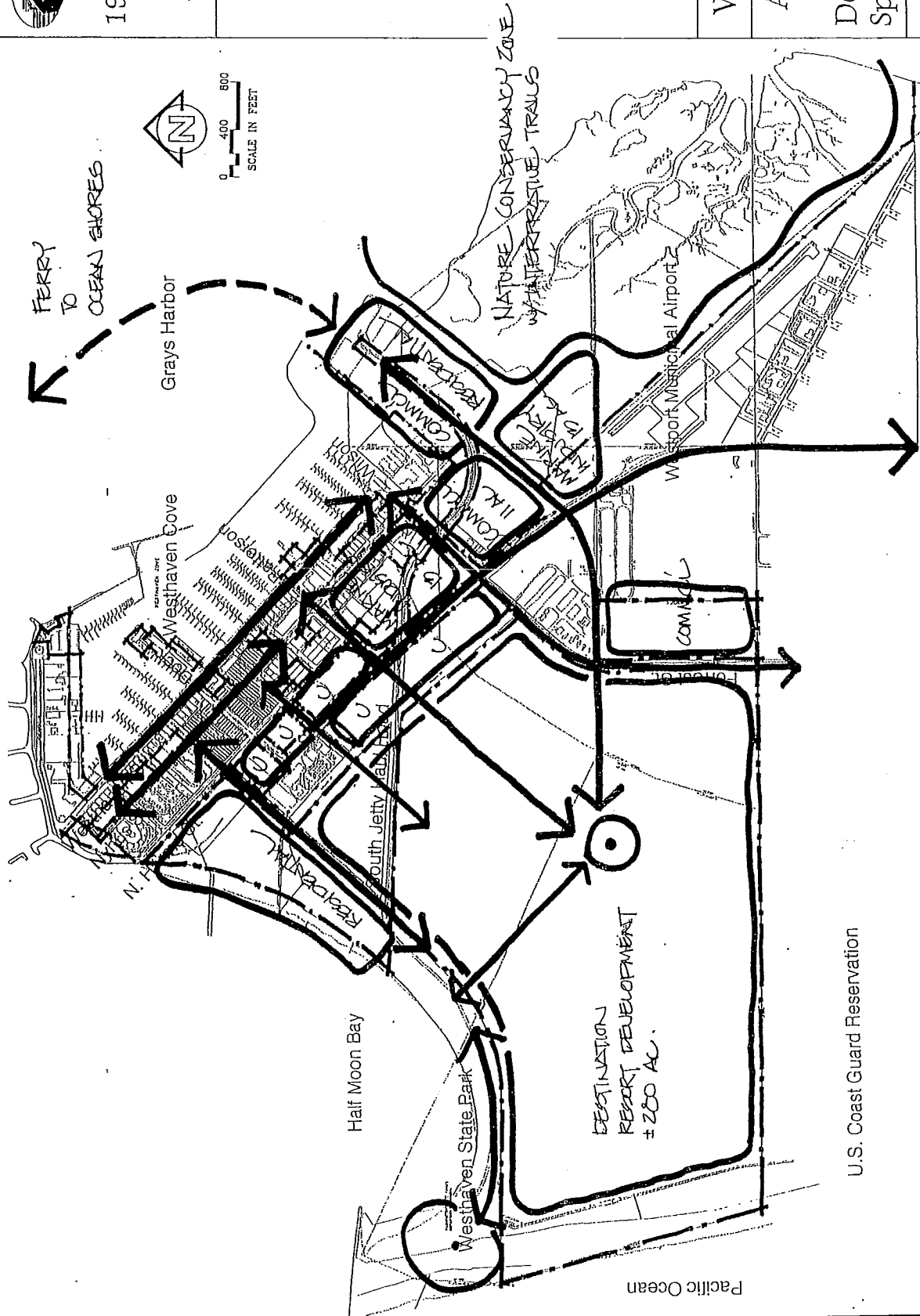


1996 INDUSTRIAL
PROPERTIES
MASTER PLAN

FERRY
TO
OCEAN SHORES



0 400 800
SCALE IN FEET



Westport Sites

Alternative 1 -
Major Resort
Development w/
Spin-Off Impacts

FIGURE 49