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Integrating Hazard Mitigation Strategies into the City of Westport's
Comprehensive Plan Update

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Abstract

Integrating Hazard Mitigation Strategies into the City of Westport's
Comprehensive Plan Update

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This thesis is the conclusion of an almost 18-month long process of producing a draft Comprehensive Plan update for the City of Westport, Washington. The key focus of the Comprehensive Plan update was to integrate hazard mitigation and resiliency strategies into the Plan to help plan for a more resilient future for the City. The process of the Comprehensive Plan update included several engagement activities with both the City of Westport staff and the public to assist in developing recommendations for this update. The primary purpose of these engagement activities is to solicit information from the community in an asset-based approach to better understand the assets and values that are of importance to the community and how to protect and enhance these against natural hazards.

Although this is an individual thesis project the actual drafting of the Comprehensive Plan update was a collaborative effort between myself and my thesis committee, and was supported by Kevin Goodrich, the Public Works Director for the City of Westport. There has also been significant

input from the University of Washington studio team of students and teachers who worked together with the City of Westport and project partners to develop a report with draft recommendations for the Comprehensive Plan update in autumn 2018.

Table of Contents

List of Figures *iii*

Tables..... *iii*

Chapter 1: Building Resiliency: Using the Comprehensive Plan Update to Localize Hazard

Mitigation and Adaptation..... *1*

Introduction **1**

Underlying Principles..... **2**

The Professional Challenge..... **4**

Chapter 2: Project Context and Background..... *6*

Westport; The Place and the Community **6**

Westport’s Current Comprehensive Plan **8**

Westport’s Prior Resilience Efforts **12**

Chapter 3: Engaging Westport on Resilience..... *16*

Studio Approach and Process..... **16**

Timeline of Engagement **19**

Key findings of Public Engagement **25**

Integrating the County Hazard Mitigation Plan **28**

Case Studies/ Best Practice Review **32**

Draft Comprehensive Plan Update Method..... **38**

Draft Comprehensive Plan Update Format **41**

Chapter 4: Discussion..... 44

 Feedback..... 44

 Next Steps 53

 Lessons Learned 56

 Conclusions 61

References 64

Appendix A Draft Comprehensive Plan 2019 Update 68

Appendix B URBDP 508 Studio Report: Localizing Hazard Mitigation:

Recommendations for Westport’s Comprehensive Plan Update..... 140

Appendix C Current City of Westport Comprehensive Plan 229

Appendix D Scenario Maps 298

Appendix E City of Westport 2018 Annex Update To The Grays Harbor County..... 303

List of Figures

Figure 1 Westport Context Map

Figure 2 Westport City Limits

Figure 3 South Beach Area

Figure 4 Ocosta School District

Figure 5 Ocosta Elementary School Vertical Evacuation Structure

Tables

Table 1 Timeline of Engagement

Chapter 1: Building Resiliency: Using the Comprehensive Plan Update to Localize Hazard Mitigation and Adaptation

Introduction

The core product of this thesis project is the development of a draft Comprehensive Plan Update for the City of Westport in Washington State. The purpose of this update is to incorporate hazard mitigation and resiliency strategies into the City's Comprehensive Plan. While this is a thesis project it resembles a professional project in the sense that the development of the draft Comprehensive Plan update was conducted for a client, The City of Westport, and is part of an ongoing project partnership between the University of Washington Department of Urban Design and Planning, and the City Of Westport. The draft Comprehensive Plan was written in collaboration between myself and Prof. Daniel Abramson with input from Robert Freitag and the assistance of the Westport Public Works Director Kevin Goodrich. This document was presented to the Westport Planning Commission on November 20th, 2019 and is currently in review stages.

The process of updating the Comprehensive Plan has been long and complex and involved input from many people including City staff, members of the public, academics from the University of Washington, and professionals with expertise in emergency management and preparedness. It is hoped that this draft Comprehensive Plan update can be adopted at a later date after revisions and reviews have been made and appropriate legislative actions are taken.

This thesis includes a copy of this draft Comprehensive Plan presented to the Westport Planning Commission in Appendix A. This thesis will also detail the project context and background, the engagement process with the City of Westport, and discussion on the feedback, lessons learned, next steps, and conclusions of the draft Comprehensive Plan update process.

Underlying Principles

The underlying principles of the draft Comprehensive Plan process update are firstly that the City is not required to produce a Comprehensive Plan under the Washington State Growth Management Act (GMA), secondly the public engagement process used an asset-based approach, and thirdly the plan update is focused on integrating hazard mitigation strategies and resiliency measures.

Westport is a small, rural town in Grays Harbor County. Both Westport and Grays Harbor are identified as a non-growth city/county under the Washington State GMA.¹ As a non-growth city and county Westport is not required to fully plan under GMA and must plan for critical areas and natural resource land only. This means Westport is flexible in how, when, and if it chooses to produce or update a comprehensive plan. There is also flexibility in the elements of a comprehensive plan. For the draft Comprehensive Plan update this meant there was flexibility in the content including the ability to create additional elements (and not have to include GMA

¹ Municipal Research & Services Center. "Growth Management Act." MRSC, 8 Oct. 2019, mrsc.org/Home/Explore-Topics/Planning/General-Planning-and-Growth-Management/Comprehensive-Planning-Growth-Management.aspx.

mandatory elements), the timeline of the Comprehensive Plan update, and the ability to plan without being mandated to determine where growth should occur.

The public engagement for the draft Comprehensive Plan update used an asset-based approach. This approach is based on theory developed by Robert C. Freitag, Daniel B. Abramson, Manish Chalana, and Maximilian Dixon, who used this approach in community workshops in Redmond, Everett, and Neah Bay in Washington State in late 2013/early 2014, with the idea being to enhance adaptive capacity before a disruption (natural hazard/disaster).² This concept was used during the public and project partner workshops in mid-November 2019 in Westport where participants were asked to identify social, natural, and built assets and values of the community prior to being presented a hazard scenario. Discussions were then held on how the identified assets and values would be impacted in the hazard scenario, and how the community can enhance assets before a hazard event.

The third underlying principal is that the focus of the Comprehensive Plan update is on integrating hazard mitigation strategies in to the Plan. While there are most likely other areas of the plan that need updating to reflect new planning goals, objectives and policies the focus of this update is on hazard mitigation strategy integration. This was the focus of the public and partners engagement sessions and guided the discussions in these workshops. Minor recommendations to the plan update based on feedback from the Planning Commission that are not related to hazard mitigation have been incorporated but, aside from this, all updates to goals, objectives, and policies are related to integrating hazard mitigation strategies into each element (including a new

² Freitag, Robert C., et al. "Whole Community Resilience: An Asset-Based Approach to Enhancing Adaptive Capacity Before a Disruption." *Journal of the American Planning Association*, vol. 80, no. 4, 2014, pp. 324–335., doi:10.1080/01944363.2014.990480.

element) of the Comprehensive Plan. The concept of integrating hazard mitigation planning in to a comprehensive plan is an exploratory one, especially in a rural community, as few examples and case studies of this type of full integration planning can be found in North America. It is however of considerable benefit to plan in this way especially in rural communities where planning resources are more limited, and integration of hazard mitigation strategies into a local plan increases the overall likelihood of successful hazard mitigation plan implementation.³

The Professional Challenge

The professional challenge presented in this thesis project was working for and with the City of Westport to produce a draft update to the Westport Comprehensive Plan that could be presented to the Westport Planning Commission for the initial stages of plan approval and adoption. This is where in some ways this thesis project overlaps with being a professional project. Working with the City on this project has been an almost 18-month long process and is nearing the end stages with the Comprehensive Plan draft currently in review stages from the Planning Commission.

The general challenge of this Comprehensive Plan update process has been the integration of hazard mitigation planning with a comprehensive plan. The approach to this was to integrate hazard mitigation strategies into each individual element of the Comprehensive Plan (the alternative being adding a new element specifically for hazard mitigation). This was best suited for Westport as it allowed for a comprehensive review and update of each element of the plan,

³ FEMA. "Integrating Hazard Mitigation Into Local Planning" US Department of Homeland Security. March 1, 2013 https://www.fema.gov/media-library-data/20130726-1908-25045-0016/integrating_hazmit.pdf

thus a more thorough update, and there was already some evidence of hazard mitigation strategies within some of the elements of the plan such as goals related to vertical evacuation structures in the Land Use Element. In a guidebook for integrating hazard mitigation strategies into local comprehensive plans, produced by FEMA, it is recommended that if a separate element for hazard mitigation is developed this must ‘Incorporate all or most of the content and findings of the natural hazard mitigation plan by reference in a stand-alone natural hazards element, and preferably the two documents will differ little, if at all, in overall content.’⁴ For a small rural community, with limited resources it was more appropriate and manageable for Westport to have integration in the existing elements of the Comprehensive Plan than a stand-alone natural hazards element.

Also part of the professional challenge of this project was hosting a series of community and partners engagement workshops to solicit feedback and ideas to be included in a report produced by a university team of graduate students and teaching staff titled ‘Localizing Hazard Mitigation Draft Recommendations for Westport’s Comprehensive Plan Update’. A copy of this report can be found in Appendix B. This report was the foundation document for the Comprehensive Plan update with the recommendations and strategies from this report being integrated into the draft plan update.

⁴ FEMA “Integrating the Local Natural Hazard Mitigation Plan into a Community’s Comprehensive Plan A Guidebook for Local Governments” US Department of Homeland Security. 1 November, 2011. http://resilience.abag.ca.gov/wp-content/documents/mitigation_adaptation/RX_Integration.pdf

Chapter 2: Project Context and Background

Westport; The Place and the Community

Westport is a small coastal town in Grays Harbor County, in southwest Washington State, approximately 40 miles north of the Oregon border. Situated on the southern peninsula, at the entrance to Grays Harbor from the Pacific Ocean, the town is on the doorstep of an abundance of seafood produce and as such is home to the largest commercial fish landing port in Washington State⁵. Much of the town's livelihood and employment comes from fishing, shellfish harvesting, crabbing, seafood processing, boat building, and tourism. With a population of just over 2000 residents the City has a strong sense of community and small-town pride and this is shared with residents in the wider South Beach community, beyond city limits, who also call Westport home.

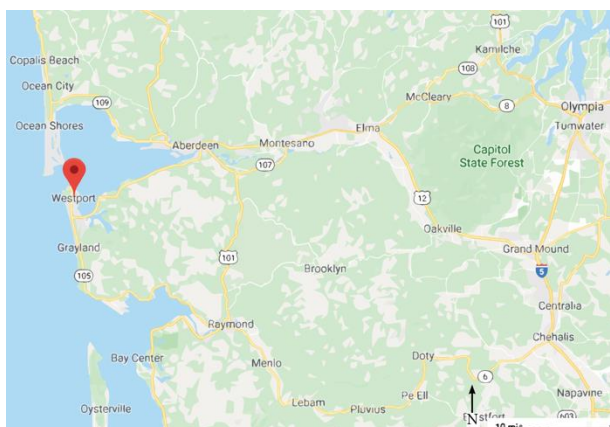


Figure 1: *Westport Context Map*

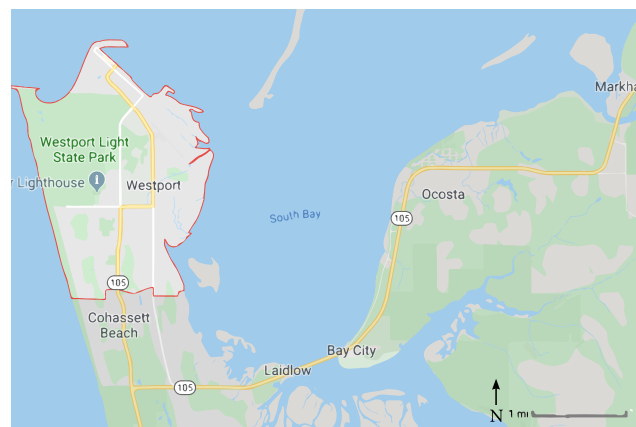


Figure 2: *Westport City Limits*

⁵ Blumenthal, Rob. "Fishing for Energy Adds New Port in Washington to Support Marine Debris Collection Efforts." National Fish and Wildlife Foundation, 14 Oct. 2016, www.nfwf.org/whowere/mediacenter/pr/Pages/fishingforenergy_16-1014.aspx.

While Westport city limits (Figure 2) bound the area geographically the wider South Beach and Ocosta area also make up a part of this community and many residents of this area work and recreate within the Westport city limits. Many of these residents from the wider area call Westport home despite living outside the official city limits. For planning purposes this can be difficult as many people who are in Westport at one time do not reside within City limits. Because of this many planning activities and public engagement must look to and involve the wider South Beach community.

The South Beach area is located on the Pacific Ocean and in Grays Harbor and Pacific Counties.⁶ Figure 3 is a map of the South Beach Area provided by the Washington State Parks Commission. This area encompasses the towns of Westport, Tokeland, Grayland, Cohasset, Ocosta, Bay City, Laidlow, North Cove, and Dexter by the Sea. For a similarly broad area, see also Figure 4, a map of the Ocosta School District.

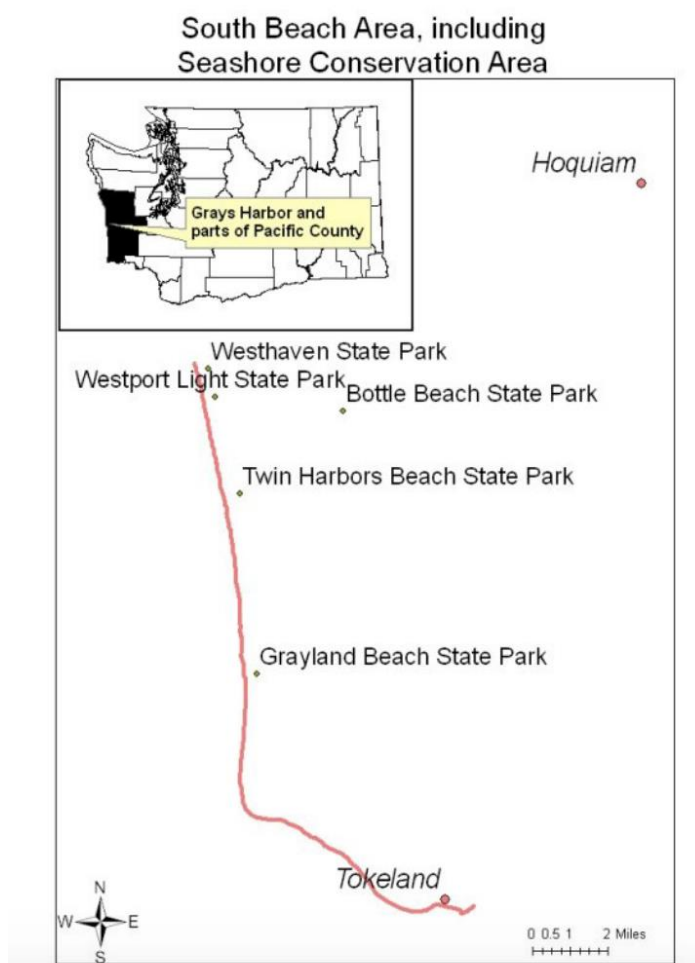


Figure 3: *South Beach Area. Source Washington State Parks Commission*

⁶ Hovis, Brian. “South Beach Area Management Plan” Washington State Parks and Recreation Commission, October, 2007, <https://parks.state.wa.us/DocumentCenter/View/1560/South-Beach-Management-Plan-PDF>

Westport's Current Comprehensive Plan

The City of Westport Comprehensive Plan was first adopted in April 1998 and was most recently updated in April 2013. As the City of Westport and Grays Harbor County is not identified as a fast-growing city or county, Westport is not required under the Washington State Growth Management Act (GMA) to plan fully to manage population growth. As a result, the City of Westport is able to be more flexible in its Comprehensive Plan content and update schedule. The flexibility allows for Westport to create a plan within their means best suited to their community with vetted goals, objectives, and policies that protect and enhance what is of value to the community.

The current planning document was prepared by The City of Westport Administration and Planning Committee and comprises of 10 chapters, a conclusion, and an appendix. A complete version of the current, 68-page, Comprehensive Plan can be found in Appendix C of this report. A brief outline of the layout and each chapter is discussed below.

Before the first chapter of the Comprehensive Plan there is the title page, acknowledgements/document authors and contents page. Following this is a text summary of the update titled 'Comprehensive Plan Review and Update 2012'. A brief summary of the update is given followed by the listing of the commission members and review committee. A table of the schedule of meetings that were held for this update is also presented followed by details of specific chapter reviews, public workshop details, and final adoption details. There is also

reference to the Revised Code of Washington (RWC) chapters that pertain to this Comprehensive Plan update.

Chapter 1 of the Comprehensive Plan is the Introduction. The chapter introduces the Comprehensive Plan as a basic foundation for local planning that lays out community vision and priorities, and describes where, how, and when development will occur. Authority and relationship to the 1999 Comprehensive Plan are briefly described followed by the four characteristics of the Comprehensive Plan; Comprehensiveness, Long Range, Flexibility, and Community Participation and Input. The next subsection within the chapter describes the general purpose of the Comprehensive Plan is to provide framework for guiding growth, development and public decision making within the City. The chapter concludes with definitions and guidelines for successful implementation of the document.

Chapter 2 is the Plan Organization. The chapter establishes a setting of the plans structure and content. Chapter 1 and 2 are described as the basic framework for the plan and discuss the plan's need, intent, purpose, and content. The remaining chapters are then briefly summarized.

Chapter 3 is Overall Goals and Objectives. The chapter presents the fundamental concerns and hopes of the community. There are four goals and 13 objectives listed that are the basis for the individual elements in the following chapters and as such can be interpreted as common themes pervading through the rest of the documents.

Chapter 4 is the Land Use Element. The chapter is described as being probably the most important element as it ultimately allocates and guides the long-term distribution, location, and intensity of land use for the City. The element is presented in two parts. Part one is sections A through H that contain general goals, objectives, and policies divided into broad land use categories; overall goals and objectives, residential, commercial, industrial, public and semipublic, land use policies, and groundwater, storm water runoff/drainage. Part two is section I, which discusses the land use map and zoning classifications. There is also reference to the land use map in Appendix A of the Comprehensive Plan

Chapter 5 is the Transportation and Circulation Element. The chapter first describes the anticipated results from transportation improvements to be additional land use intensity and increased traffic flow. The chapter introduction also addresses the importance of a wide range of transportation opportunities, public safety measures before during and after an emergency including natural disasters, and economic development through adequate flow of goods and services. The goals, objectives, and policies in the chapter are divided into two sections. The first addresses general transportation and circulation goals, objectives, and policies while the second section focuses specifically on airport circulation.

Chapter 6 is the Economic Development Element. The chapter first discusses the importance of the Marina as Westport's economic base. The two overarching themes of this chapter that guide goals, objectives and policies are, the need to bolster traditional economic sectors, and the need to diversify the City's economic base and lessen its reliance on one or two major sectors of the

economy. The chapter then establishes goals, objectives, and policies to address the needs of economic stabilization and diversification.

Chapter 7 is the Community Appearance and Natural Resources Element. This chapter addresses the issue of aesthetics in the City of Westport focusing on both the built and undeveloped natural environment. The built environment aesthetics focuses mainly on commercial and tourist services where attractive design to promote tourist orientated economic development is necessary. The natural environment focus is on open space, vegetation, and wildlife. The chapter then outlines goals, objectives, and policies for the appearance and specific natural resources of the community.

Chapter 8 is the Area-Wide Development Element. This chapter first addresses the fact that many Westport residents work and utilize services outside of the city limits. Area-wide development recognizes this and the associated issues including the degree to which municipality services should be provided beyond Westport city limits, and potential annexation opportunities to increase the City's tax base. The chapter then outlines goals, objectives, and policies with the issues primarily centered on public facility provisions, and annexation/tax base expansion.

Chapter 9 is the Shoreline Master Program. This chapter begins by describing the legislation that requires a Shoreline Master Program in Washington State. The Shoreline Master Program is adopted by reference in this Comprehensive Plan. The City of Westport Shoreline Master Plan as it currently exists is contained in Appendix C of the City of Westport Comprehensive Plan. This

is a stand-alone document and an update of the Comprehensive Plan does not include an update to the Shoreline Master Program.

Chapter 10 is Implementation. This chapter outlines the process and procedure for implementing the Comprehensive Plan. As a long-range plan, it is accepted that goals and policies will likely need to be refined as new circumstances present themselves. Feedback and response are therefore essential to implement the plan. The chapter concludes with outlining recommendations and standards geared towards assuring effective implementation of the Comprehensive Plan.

A one paragraph conclusions follows Chapter 10. This conclusion states ‘this document is intended to allow the City the opportunity to anticipate its future aspirations, rather than react to day to day circumstances.’ After this is the appendices. Appendix A is a City of Westport Land Use, Shoreline, and Zoning Map. Appendix B is a City of Westport Circulation Map. Appendix C is the Shoreline Master Program. Appendix D is a Site Location Map Wellhead Protection Areas, and lastly Appendix E, which is possibly incomplete, is text stating Planning Commission Resolution, Transmittal Documents, and Enacting Ordinance, to be developed.

Westport’s Prior Resilience Efforts

Resilience is about building the capacity of the community, at various scales, to prepare for, withstand, recover, and maintain its identity in the face of actual or anticipated hazard

occurrences, allowing for continuity of community functions and quick recovery if a disaster occurs.⁷ Mitigation is risk management action taken to avoid, reduce, or transfer those risks.⁸ It is clear from the current Comprehensive Plan for Westport that resiliency and hazard mitigation planning has been incorporated into planning efforts by the City for some time. The current plan was last updated in 2013 and includes a handful of hazard mitigation strategies in the form of goals and objectives. For example, Objective 9 in the Transportation and Circulation Element states ‘To consider Evacuation Routes and Disaster Response system extensions and upgrades.’ Prior resilience efforts in Westport and the wider South Beach area along the Tokeland Peninsula and all along Washington’s outer coast, however, date back to 2010 with the inception of Project Safe Haven, a state program to identify locations and design concepts for the construction of vertical evacuation structures to be used as places of refuge from a tsunami.

The 2010-2011 Pacific County⁹ and Grays Harbor County¹⁰ Project Safe Haven team was led by the University of Washington Department of Urban Design and Planning’s Institute of Hazard Mitigation Research and Planning, and the Washington State Emergency Management Division. The work was largely conducted by students, with support from county and state emergency management officials and broad participation by local communities. The report produced by the project team outlines the process, strategies, and scientific data used by the team for the project. Although not restricted to Westport specifically, or focused on the area within the city limits alone, this was the beginning of conversations with the wider South Beach area on planning for

7 The National Academies. *Disaster Resilience: A National Imperative*. National Academies Press, 2012.

8 US Department of Homeland Security. “National Mitigation Framework Second Edition” June 2016, [https://www.fema.gov/media-library-data/1466014166147-](https://www.fema.gov/media-library-data/1466014166147-11a14dee807e1ebc67cd9b74c6c64bb3/National_Mitigation_Framework2nd.pdf)

11a14dee807e1ebc67cd9b74c6c64bb3/National_Mitigation_Framework2nd.pdf

9 Project Safe Haven. “Project Safe Haven: Pacific County Tsunami Vertical Evacuation on the Washington Coast. Pacific County”, 2011, pp. 1–100, <https://mil.wa.gov/asset/5ba41ffbdc444>

¹⁰ Project Safe Haven. “Project Safe Haven: Grays Harbor County Tsunami Vertical Evacuation on the Washington Coast. Grays Harbor County”, 2001, pp 1-104, <https://mil.wa.gov/asset/5ba41ffb35f02>

community safety given the most severe scenarios of near-source (Cascadia Subduction Zone) earthquakes and tsunamis. These conversations led to the remarkable achievement by the Ocosta School District to build North America's first tsunami vertical evacuation structure.

In 2013, inspired and supported by Project Safe Haven, 70% of voters approved a \$13.8 million-dollar bond issuance request to finance construction of a public tsunami refuge as part of a new building for the Ocosta Elementary School. Although outside of the city limits Ocosta Elementary School is the closest school to Westport and has an intake of students from both Westport and the wider area (Figure 4). The bond issuance meant for the 20-year life span of the bond the cost to tax payers would be \$1.15 per \$1000 of assessed value which translates to \$9.58 per month for a house valued at \$100,000.¹¹ This is especially significant as there was no federal funding for such structures at the time. Thanks largely to the proof-of-concept that the Ocosta Elementary School provided, there is now Federal Emergency Management Agency (FEMA) funding available. This fund has been successfully pursued in the neighboring community Tokeland by the Shoalwater Bay Indian Tribe who have received a \$2.2 million pre-disaster mitigation grant from FEMA for construction of a vertical evacuation structure.¹²

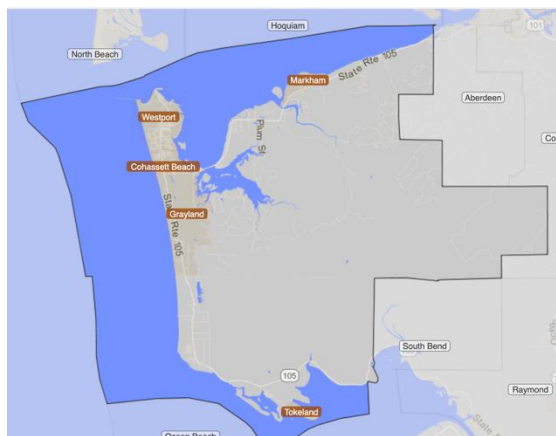


Figure 4: *Ocosta School District*



Figure 5: *Ocosta Elementary School Vertical Evacuation Structure*

The commitment to building a community resilient to natural hazards, in particular tsunamis is evident. The new school complex was completed in 2016 and included a gymnasium strong enough to withstand tsunami surges and a roof top refuge tall enough to stay dry and large enough to shelter more than 1000 people.¹³ This structure is the first of its kind in the North America and sparked further efforts for the City of Westport to continue incorporating hazard mitigation strategies into future planning of the City and wider area.

Since the completion of the Ocosta Elementary School gymnasium and public vertical evacuation structure, hazard mitigation and resiliency planning in Westport continues to be of interest to both residents and City staff. The City has worked on tsunami resilience-related projects with several organizations including the Federal Emergency Management Agency (FEMA), the South Beach Regional Fire Authority, Port of Grays Harbor, Grays Harbor County Emergency Management, the Washington State Emergency Management Division, and more recently again with the University of Washington Department of Urban Design and Planning. This partnership was established between Prof Dan Abramson representing the University of Washington, and Kevin Goodrich, the Westport Public Works Director, representing the City of Westport. The partnership with the University of Washington is an opportunity to assist the community to broaden its efforts in planning for a safe and resilient future for Westport.

13 Doughton, Sandi. "Grays Harbor County School to Build First U.S. Vertical-Tsunami Refuge." The Seattle Times, The Seattle Times Company, 15 Oct. 2013, old.seattletimes.com/html/localnews/2022051420_shakeoutxml.html.

Chapter 3: Engaging Westport on Resilience

Studio Approach and Process

The project and partnership between the City of Westport and the University of Washington originated through discussions between Kevin Goodrich, the Public Works Director for the City of Westport, and Prof. Dan Abramson, representing the Department of Urban Design and Planning, from the University of Washington. Prof. Abramson presented the idea of a studio project where Master and PhD level students would collaborate with City staff and the public to draft recommendations to update the Comprehensive Plan in July 2018 and the City confirmed there was interest in a partnership with the University. A memorandum of understanding was signed by Prof Abramson on behalf of the University of Washington and Mayor Bearden on behalf of the City of Westport.

After the agreement was finalized and the memorandum of understanding between the City and the University of Washington was signed, Prof Abramson invited a group of graduate students from different study backgrounds that had a common interest in hazard mitigation and community resilience planning to partake in the Autumn, 2018 studio class URBDP 508B Community Engagement for Coastal Resilience. The studio group would work together with the City of Westport for a university quarter to produce a report to provide recommendations for integrating hazard mitigation strategies into the updating the City of Westport Comprehensive Plan.

The studio team comprised of a group of seven graduate students (master and PhD level), including myself, from a variety of study backgrounds, two support students who assisted the studio team in GIS software and local connections with the City, the course instructor, Prof. Daniel Abramson, and doctoral research assistants Katherine Idziorek and Lan Nguyen. Along with City of Westport staff several other organizations supported the project including the Westport Tsunami Safety Committee, the Ocosta School District, South Beach Regional Fire District, Grays Harbor County Emergency Management, Shoalwater Bay Tribe, WA State Parks, WA State Emergency Management Division Earthquake, Tsunami and Volcano, UW Institute of Hazard Mitigation Planning, M9 Project, and Washington Sea Grant. The studio was also supported through several organizations to fund the project including grants from the National Science Foundation, Bullitt Foundation, and the Center for Safety Equity in Transportation (CSET).

The outcome of this studio project was a comprehensive report titled ‘Localizing Hazard Mitigation: Recommendations for Westport’s Comprehensive Plan Update’. A copy of this report is included as Appendix B to this thesis. The report, as the title suggests, provided recommendations to the update of the existing City of Westport Comprehensive Plan with a focus on integrating hazard mitigation strategies. These recommendations were based firstly on the Westport Annex of the Grays Harbor Hazard Mitigation Plan, and secondly on community engagement through public workshops and open houses, stakeholder meetings and workshops, case study research, and general discussions and ideas generated within the studio group. This report detailed updates for all of the existing elements of the Comprehensive Plan (excluding the

introduction, plan organization, overall goals and objectives, and implementation) and added one new element. Each student was tasked with a specific element to work on. The elements of the existing City of Westport Comprehensive Plan that were worked on in the studio were Land Use, Transportation and Circulation (updated to include telecommunications), Economic Development, Community Appearance and Natural Resources (updated title to Community Identity and Natural Resources), Area-Wide Development and the Shoreline Master Program. An additional element was also recommended as part of a Comprehensive Plan update and as such a new element Health and Well-Being was included in the report.

The studio report was compiled and edited following the completion of the Autumn Quarter at the University of Washington. After input from staff at Westport, a presentation to City Council, two meetings with the Planning Commission, and a consequent modification, the final version of the report is now available publicly on the UW Institute for Hazard Mitigation Research Planning's website.¹⁴ The next step after the completion of the studio was to convert the report recommendations into direct updates to the Comprehensive Plan. As the studio had finished and the students involved had moved on from the project there became an opportunity in the Autumn Quarter of 2019 for me to continue to be involved with the project. While continuing to work with Prof Abramson and Westport Public Works Director, Kevin Goodrich the task of providing a draft Comprehensive Plan update became my thesis project.

¹⁴ <http://mitigate.be.uw.edu/research-and-practice-2/research-and-practice/>

Timeline of Engagement

The process of creating the draft Comprehensive Plan update had many phases and involved several visits to the City of Westport. The purpose of this engagement was to solicit ideas, thoughts, opinions, and recommendations from the public and partners in the project that would be later used to develop recommendations for the draft Comprehensive Plan update. The table below briefly outlines the dates, location and engagement activity with the City of Westport. More details of each specific activity are then described below.

Table 1: Timeline of Engagement

| Date | Location | Engagement Activity |
|--|---------------------------------|---|
| July 2018 | Online | Collaboration proposal sent to the Westport City Council |
| August 2018 | Online | Collaboration proposal sent to Westport Tsunami Safety Committee |
| September 5th, 2018 | Online | Memorandum of understanding signed |
| September 24th, 2018 | Ocosta Elementary School | Japanese disaster recovery experts presentation |
| October 12th, 2018 | McCausland Hall, Westport | Steering Committee meeting |
| November 5th, 2018 | Online | Online meeting with project partners to define hazard scenarios for use in workshop |
| November 16th, 2018 | McCausland Hall | Partners and City staff workshop (assets and value identification) |
| November 17th, 2018 | Ocosta Elementary School | Public workshop (assets and value identification) |
| December 7th, 2018 | McCausland Hall | Report presentation to partners and City staff |
| December 8th, 2018 | Tackle Box, Westport | Poster presentation at public open house |
| February 25th, 2019 | City Council Chambers, Westport | Presentation of recommendations to City Council |

| | | |
|---------------------------------------|------------------------------------|--|
| March 19th, 2019 | City Council Chambers, Westport | Presentation of recommendations to Planning Commission |
| April 16th, 2019 | City Council Chambers, Westport | Discussion of recommendations with Planning Commission |
| November 20th, 2019 | City Council Chambers, Westport | Presentation of draft Comprehensive Plan update to Planning Commission |

After the completion of the public vertical evacuation building at Ocosta Elementary School in 2016 the Westport City Council was interested in further planning for community resilience against natural disasters the City is most prone to. In response to this a collaboration proposal was sent to Westport City Council from Prof. Abramson from the University of Washington Department of Urban Design and Planning in July 2018. The collaboration proposal was also sent to the Westport Tsunami Safety Committee in August 2018. The memorandum of understanding was signed by Westport Mayor Rob Bearden and Prof. Abramson on September 5th, 2018. From there the University of Washington Autumn Quarter 2018 Urban Design & Planning 508B studio team began work in late September 2018 on developing recommendations for the update of the City of Westport Comprehensive Plan.

The process for developing the recommendations included a great amount of community outreach and collaboration with City of Westport staff. This began with a public forum in September 2018, where visiting faculty and students from the Tokyo Metropolitan University and Tohoku University in Sendai, Japan, came to Westport to share what they learned about pre-

disaster planning, evacuation behavior in the event itself, and post-disaster recovery after the Great East Japan Earthquake — also known as the Tohoku earthquake — of 2011¹⁵.

On October 12, 2018 the studio group visited Westport to meet with the project Steering Committee/ Tsunami Safety Committee and discuss the project. The group also visited several locations in Westport including the Marina District, the Maritime Museum, and the Ocean Gold Seafood Processing Plant. This trip was the first time in Westport for many members of the studio team and provided context for the area the project was working on. It also was an introduction to the community where students encountered friendly locals and appreciated the small-town vibe seeing residents greet each other by name on the street and knowing who else was in the area at the time simply by recognizing their car in the parking lot at the Marina District.

Following the visit to Westport the studio team began to work on the report that would collate all the strategies and recommendations for the update of the Comprehensive Plan. On November 5th, 2018, a virtual meeting with the Westport Tsunami Safety Committee was held to review hazard scenarios to be presented to the public and discuss the forthcoming public meeting.

On November 16th, 2018 the studio group returned to Westport and hosted the first workshop at McCausland Hall. The series of workshops over this two day period used an asset-based engagement process based on engagement workshops by Freitag et.al in Redmond, Everett and

15 Hammock, Dan. "Lessons Learned from 2011 Japan Tsunami Could Benefit Westport." The Daily World, The Daily World, 22 Sept. 2018, www.thedailyworld.com/news/lessons-learned-from-2011-japan-tsunami-could-benefit-westport/.

Neah Bay in Washington State in late 2013/early 2014.¹⁶ The first workshop was a closed workshop for partners in the project and City staff and used WeTable as a platform to gather information.¹⁷ Those in attendance included representatives from WA State Emergency Management, Washington State Parks and Recreation, The City of Westport and the Grays Harbor Sheriff's Office, The University of Washington, Westport Timberland Library, Grays Harbor Emergency Management Department, Ocosta School District, Westport Fire Department, and the Westport-Grayland Chamber of Commerce. During this workshop those present were divided into three groups and presented with a hazard scenario. Before the hazard was presented participants were asked to mark natural, built, and social assets in Westport and the wider area. This was recorded via WeTable that enabled a virtual mark to be made on a map projected on a table and be recorded as a point or line layer that could be uploaded to mapping software such as GIS. After this the hazard scenarios were presented, and the projected images were able to show how the marked assets would be impacted in such an event. The three hazard scenarios were sea level rise, a M1 scenario earthquake and ensuing tsunami, and a L1 scenario earthquake and ensuing tsunami. Each group was shown a series of maps that showed the impacts of the scenario. The sea level rise group was shown the impacts of sea level rise at one, two and three feet and the associated probability of this occurring in the years 2060, 2080, and 2100. The M1 and L1 scenario groups were shown maps of the subsidence as a result of the earthquake, and the max flooding depth expected to occur as a result of a tsunami four hours after the initial earthquake. Copies of these maps can be found in Appendix D of this report. Discussions were

16 Freitag, Robert C., et al. "Whole Community Resilience: An Asset-Based Approach to Enhancing Adaptive Capacity Before a Disruption." *Journal of the American Planning Association*, vol. 80, no. 4, 2014, pp. 324–335., doi:10.1080/01944363.2014.990480.

17 Texas Community Watershed Partners. "weTable; a Simple Hack, a Powerful Public Participation Platform." Texas A&M AgriLife Extension. URL: <https://tcwp.tamu.edu/we-table/>. See also Yusuf, Juita-Elena, Pragati Rawat, Carol Considine, Michelle Covi, Burton St. John, J. Gail Nicula, and Khairul A. Anuar. 2018. "Participatory GIS as a Tool for Stakeholder Engagement in Building Resilience to Sea Level Rise: A Demonstration Project." *Marine Technology Society Journal* 52 (2): 45-55. <https://doi.org/10.4031/MTSJ.52.2.12>.

then had in the group as to how the identified assets would be impacted and how they could be protected and made more resilient during a natural hazard event.

The second workshop was hosted the following day and was open to members of the public. This was hosted at Ocosta Elementary School. Approximately 30 members of the public attended the workshop that ran from 10am to 2pm. As with the work shop the previous day the participants were divided into three groups and each asked to identify Westport's values and assets. This workshop did not use the WeTable technology as it was difficult to manage with larger groups. The groups instead had large print outs of maps of both Westport within the city limits, and the Westport wider area where participants could mark in marker pen where the natural, built and social assets and values were on the map. The ideas were also recorded on a presentation board where the group could see and also describe assets/values that could not be pinpointed on a map. The groups were then asked to discuss what assets in the community needed strengthening, and this was recorded on the presentation board. The next step was to present each group one of the three scenarios (sea level rise, M1 earthquake/tsunami, L1 earthquake/tsunami). Print out maps, the same as those shown on the projection in the previous day's workshop, were placed on the table where the group sat so all could see. Discussions then continued as with the first workshop on how the assets and values would be impacted and what could be done to make these assets and values more resilient to such a hazardous event. The workshop concluded with a tour up to the roof of the gymnasium where participants could see the evacuation area for a tsunami.

Following the partners and public workshops in late November the studio group returned to Seattle to regroup and analyze the data collected from the workshops. This data was collated and

presented in the form of a group report, power point presentation, and individual posters for each element of the City of Westport Comprehensive Plan. This was presented to the Steering Committee of the project at McCausland Hall on December 7th, 2018. The following day the posters were presented to the public at a public open house at the Tackle Box in downtown Westport. Members of the public were able to see the progress from the workshops and provide additional feedback on building resiliency in Westport. While there were fewer members of the public than those who attended the workshop at Ocosta Elementary School, there was an opportunity to engage with some members of the public who had not attended the initial workshop and also explain in more detail the recommendations for each individual element of the Comprehensive Plan update.

In the year since the final public engagement activity at the Tackle Box members of the studio team including myself worked to finalize the draft report of the recommendations for the City of Westport's Comprehensive Plan Update. Prof. Abramson and various student members of the studio team made presentations of the recommendations to Westport City Council on February 25, and to Westport Planning Commission on March 19 and April 16, 2019. The report and feedback from these discussions were then used to integrate hazard mitigation strategies into the draft Comprehensive Plan update (Appendix A). The first draft was submitted for discussion at the planning board meeting on November 20th, 2019. Prof. Abramson presented the draft Comprehensive Plan update during this meeting and he and I took part in the discussion and question and answers session that followed. A clean draft of the Comprehensive Plan update was sent to the City November 21st, 2019 and distributed to the Planning Commission the following day with a deadline of December 2nd for commission member comments and feedback. The

general feedback on the draft update was positive. The commission members each sent back minor amendments and suggestions to be made to the draft update. These amendments will be made at a later date and it is hoped that with these amendments the Westport Planning Commission will approve the plan to be delivered to the Westport City Council.

Key findings of Public Engagement

The most valuable information and input for the Comprehensive Plan update came from members of the Westport community. The key findings from community engagement and meetings with the City of Westport staff were a series of recommendations both directly and indirectly related to enhancing community resiliency. While some members of the community saw this as an opportunity to express concerns about areas of community beyond the scope of project the majority of ideas and recommendations were in some way related to hazard mitigation and resiliency. It was also important to recognize that the separate groups at the open house at Ocosta School were facing different hazard scenarios but had similar suggestions for asset enhancement, building resiliency and hazard mitigation strategies. Many of these recommendations also supported what had been suggested at the previous day's workshop with the Steering Committee and other City staff members. There were many ideas/recommendations generated during the engagement process, some on large scale such as relocation measures and others on a small scale such as creating extra signage for tsunami evacuation routes. Three key strategies or overarching themes of these recommendations were (1) Community Safety, (2) Community Identity, and (3) Asset Enhancement.

Community Safety included recommendations and strategies to keep the community safe before, during, and after a natural hazard event. This involved discussions as to how all members of the community can reach safety during an event such as an earthquake and/or a tsunami. Special attention was considered for those less able to move quickly to a safe area including elderly and members of the community who are less mobile. There was also interest in how the community could be kept safe long term. While not something most residents were interested in in the near future there was discussion of how relocation of the community, especially critical facilities, to higher ground outside the city limits may be appropriate for long term safety of all residents. In discussion within the studio following community engagement sessions it became clear that in the short to medium term time frame more vertical evacuation structures would be needed to support the community. This allows the community to remain in its current location and have access to safe areas of refuge during a tsunami event. This became a key strategy for all elements of the Comprehensive Plan update, and this is also supported by recommendations in the Westport Annex of the Grays Harbor Hazard Mitigation Plan.

Community Identity was an overarching theme that illustrated the place attachment, strong sense of community, and small-town atmosphere the City of Westport has. Many residents felt attached to their place of residence, work and recreation and stressed the importance of protecting this with future planning. Many residents were not open to the idea of relocation options, at least in the short to medium term, as a measure for building community resilience. This overlaps with the theme of safety in many ways and reinforced the message that although safety is a high concern for residents keeping the community identify and the place attachment

residents have to Westport is also important. The direction of the discussions with the community was more so on protecting the community where it is an ensuring it is not over developed in a way that it would lose the small, fishing town feel that residents are attached to. In light of this many recommendations and strategies integrated into the Comprehensive Plan update address how the community can build resiliency in its current location through measures such as climate resilient technologies and adaptation/mitigation measures in the built and natural environment.

Asset Enhancement was a key theme during discussions both in the workshops and in the studio classroom. This theme was developed as part of the engagement process that involved identifying key assets in Westport through the WeTable technology in the workshop with City Staff and asset location on paper maps with the public. This activity guided the conversations during these workshops and helped the studio team understand what assets were important to the community in Westport. This helped develop recommendations in enhancing assets such as relocation opportunities for emergency services to higher grounds, climate resilient infrastructure in the Marina District, and restricting development in low-lying and wetland areas to enhance the natural environment.

In many ways there was conflict between these overarching themes. While safety of residents was a high priority, perhaps the best way to achieve this would be through relocation of the community to an area at a higher elevation. This conflicted with the second theme of community identity and the place attachment associated with this. In turn protection and enhancement of many of the assets was limited when kept in its current location. For example, climate proof

building technology could be applied to emergency services buildings in their current location, however a more resilient option could be relocation to higher ground outside the city limits.

When making recommendations for the Comprehensive Plan update there was a balancing act between these themes of safety, identity and asset enhancement. All three were considered equally as important and recommendations were balanced as best possible to meet all of these key themes and matters of importance that came from the community in Westport.

Integrating the County Hazard Mitigation Plan

The update of the City of Westport Comprehensive Plan incorporates components of the Westport Annex of the Grays Harbor County Multi-Jurisdiction Hazard Mitigation Plan, 2018 Update, in particular chapter 10 ‘City of Westport 2018 Annex Update to the Grays Harbor County’ of volume two (Planning Partner Annexes)¹⁸. This hazard mitigation plan served as a guide for recommendations for the Comprehensive Plan update and is found in Appendix E of this document. It was also the basis of many overarching recommendations for the update including construction of additional vertical evacuation structures. A complete version of this document can be found in Appendix E of this document. A brief overview of the Westport Annex chapter is described below.

18 Bridgeview Consulting ‘Grays Harbor County Multi-Jurisdiction Hazard Mitigation Plan 2018 Update Volume 2: Planning Partner Annexes’ Grays Harbor County Department of Emergency Management. April 2018, http://cms5.revize.com/revize/graysharborcounty/Emergency%20Management/Hazard%20Mitigation%20Planning/GraysHarborCountyHMP_Vol2_Jurisdictional_Annex_Draft_2018.pdf

Chapter 10 City of Westport 2018 Annex Update to the Grays Harbor County, has 12 subsections. The first subsection is the Introduction which introduces the section as a specific set of recommendations for the City of Westport. This is followed by subsection two Hazard Mitigation Team Point(s) of Contact that details the Westport planning team points of contact where Kevin Goodrich, the Public Works Director is listed as the primary point of contact. Subsection three is Community Profile which details the city incorporation, current population, population growth, location and description, brief history, climate, governing body format, and economy. Subsection four is Hazard Event History of which there is only one event listed; a severe storm in December 2007. Subsection five is Capability Assessment, this subsection introduces the capabilities subsection that follows in subsection six. Subsection six is titled National Flood Insurance Information and describes Westport's national flood insurance compliance, followed by additional subsections of legal and regulatory capabilities that includes planning and land management tools to implement hazard mitigation activities, administrative and technical capabilities used to implement mitigation activities and communicate hazard-related information, fiscal capabilities to help fund mitigation activities, and community classifications under various hazard mitigation programs. Subsection seven is Hazard Risk and Vulnerability Ranking. This subsection ranks 10 hazards of concern and their vulnerability rank with earthquake, tsunami, erosion, and flooding having high vulnerability rankings. Subsection eight is Mitigation Goals and Objectives and states that the City of Westport adopts the hazard mitigation goals and objectives described in volume one of the Grays Harbor County Multi-Jurisdictional Hazard Mitigation Plan.

Subsection nine is the Hazard Mitigation Action Plan. This subsection describes six initiatives/action items that make up the jurisdiction's hazard mitigation plan. This is possibly the most important subsection in terms of integrating hazard mitigation strategies into the Comprehensive Plan as the initiatives served as a base for recommended updates. The six initiatives and their descriptions are as follows.

- 1) Vertical tsunami evacuation structure: Plan and Construct a Tsunami Evacuation Structure in Westport's Marina District to provide a high ground evacuation point for residents, workers and visitors in that area of the City of Westport. Project Safe Haven identified the need for vertical evacuation in this area. Ideally, vertical evacuation would be a component of a mixed-use structure.
- 2) Public outreach program: Conduct annual Disaster Preparedness Workshops to educate the public about actions they should take before, during and after a disaster. Distribute hazard mitigation information and publications published by FEMA, EMD, Red Cross, and other agencies and organizations to the Timberland Regional Library, public schools, and other public facilities to promote citizen commitment to hazard mitigation. Encourage citizens and businesses to have access to the NOAA Weather Radio (NWR) service, including supporting efforts to purchase NWR receivers for low-income households as well as provide public information about using receivers efficiently. Create a Disaster Information Section on the City's website with up-to-date information on current storm watches and warnings, road closures, evacuation routes, shelter locations, emergency contacts, and hazard mitigation planning and implementation.
- 3) Emergency management plans: Utilizing information developed during the HMP risk assessment, develop and maintain a list of assets and capabilities of all public and private

entities in the City that could be utilized for emergency response to hazards. Purchase generators or similar equipment to avoid disruption of power to critical City facilities during storm events.

- 4) Emergency communication plan: Establish interagency radio links between the City and the Grays Harbor Emergency Operations Center, law enforcement agencies, fire districts, emergency medical services, the 9 -1-1 call center, and state and federal agencies to ensure coordinated communication during hazard events.
- 5) Critical facilities evaluation: Evaluate and prioritize critical facilities in hazard areas to assess their resistance to hazard events. Retrofit critical facilities in hazard areas to increase their resistance to hazard events, including the acquisition of generators as funding permits. Conduct analysis of existing stormwater drainage system and implement recommended improvements.
- 6) Transportation and right of way improvements: Work with Washington State Department of Transportation and Grays Harbor County to augment current tsunami evacuation signs with safe elevation markers in key areas and signs painted directly on roadways.

Subsection 10 is Prioritization of Mitigation Initiatives and is a table of the mitigation strategy priority schedule for the six identified initiatives. All initiatives were classified as having high benefits and of high priority. Subsection 11 is Status of Previous Plan Initiatives and summarizes initiatives that were recommended in the previous version of the Hazard Mitigation Plan.

Subsection 12 is the last section and is titled Hazard Area Extent and Location. This subsection contains a series hazard area extent and location maps.

The six initiatives/action items recommended for Westport in the 2018 update of the Grays Harbor County Multi-Jurisdictional Hazard Mitigation Plan created the overarching strategies for which specific recommendations for each element of the Comprehensive Plan were drawn. These specific recommendations for each element were selected in conjunction with input from the Steering Committee and community members during site visits, in-person and telephone interviews and meetings, and community stakeholder and public workshops hosted in late 2018. Although many ideas and recommendations overlapped between the elements, specific recommendations for how this overarching recommendation applies to each individual element were given. For example, the ‘Vertical tsunami evacuation structure’ initiative was able to be incorporated into several elements of the Comprehensive Plan. The Land Use Element included recommendations on how these can be encouraged to be incorporated into new multi-level housing developments, the Area-Wide Development Element included recommendations for encouraging and supporting vertical evacuation structures outside of the city limits, and the Economic Development Element included recommendations for supporting retrofitting and renovating of the existing businesses to include a tsunami evacuation refuge on the roof top.

Case Studies/ Best Practice Review

Along with public and city staff meetings, engagement workshops, open houses and discussions with relevant stakeholders the studio team also looked to case studies for assistance in incorporating hazard mitigation strategies into planning at the City scale. Each student was responsible for a specific element of the report and was able to find at least one relevant case study example or best practise theory. These case studies and best practise theories proved useful both as inspiration and practical guidance as to how to incorporate these hazard mitigation strategies into each specific element. Described below is a brief overview of each element's relevant case studies and/or best practise theories that assisted in developing the elements recommendations.

The Land Use Element update drew inspiration from the experience of the City of Snoqualmie in Washington. Snoqualmie 2032¹⁹ is the official comprehensive plan adopted by the Snoqualmie City Council and contains detailed overlap with the King County Hazard Mitigation Plan specifically King County Regional Hazard Mitigation Plan Update Volume 2: Planning Partner Annexes Part 2c—Pacific, Redmond, Renton, Seatac, Shoreline, Skykomish, Snoqualmie, Tukwila, Woodinville²⁰, in particular with sections of flooding hazard management. Several of the hazard mitigation plan's forty-five strategies coincide with strategies in the Snoqualmie 2032 plan. Flooding is the biggest hazard of concern for the area and overlapping strategies between the plans in this area include at risk property acquisition, participation in a community rating system, exceeding National Flood Insurance Program standards, floodplain map updates, and

19 Snoqualmie City Council. "Snoqualmie 2032: City of Snoqualmie Comprehensive Plan." 8 December 2014, <http://www.ci.snoqualmie.wa.us/161/Comp-Plan>

20 King County Office of Emergency Management. "King County Regional Hazard Mitigation Plan Update Volume 2: Planning Partner Annexes Part 2c—Pacific, Redmond, Renton, Seatac, Shoreline, Skykomish, Snoqualmie, Tukwila, Woodinville" July 2014. https://www.kingcounty.gov/~media/depts/emergencymanagement/documents/plans/hazardmitigation/KingCountyUpdateHMP_Vol2c_AgencyReviewSubmittal.ashx?la=en

funding mechanisms for elevating houses. Many of these strategies emerged in the Snoqualmie 2032 plan under a separate subsection under the land use element specifically for flood hazard mitigation. The direct alignment with the goals in Snoqualmie 2032 and the King County Hazard Mitigation Plan, and particular attention to the hazards the City is most vulnerable to was carried into the City Westport Comprehensive Plan update Land Use Element where there was specific focus on sea level rise and tsunami hazards.

For the Transportation and Circulation Element, updated to the Transportation, Circulation, and Telecommunications Element, it was particularly important to understand how telecommunications technology can be used following an emergency event. For Westport an emergency event is more likely to be an earthquake and/or tsunami event and a case study example to look to for telecommunications after this type of event was that of the Japanese Ministry of Internal Affairs and Communications who in December, 2011, granted permission for the operation of emergency-broadcast FM stations.²¹ These stations are used to offer earthquake-related information to residents of 27 communities in the Tohoku and North Kanto regions (10 stations have used existing FM radio frequencies in the community for emergency broadcasting, 15 stations are newly set up by local government). The FM stations play a vital role as a key source of detailed, real-time, disaster-related lifeline information for survivors. This is particularly important when usual means of telecommunications such as cell phones and Wi-Fi services may be inoperable after an emergency event. The successful operation of FM stations helped make efficient disaster recovery more manageable following the Tohoku Earthquake of 2011. The importance of telecommunications outside of mobile phones and broadband networks

21 Kanayama, Tomoko. "Community Radio and the Tōhoku Earthquake." *International Journal of Japanese Sociology*, vol. 21, no. 1, 23 Apr. 2012, pp. 30–36., doi:10.1111/j.1475-6781.2012.01157.x.

following a major natural disaster was clear from this case study and as such was incorporated into the recommendations of the Westport draft Comprehensive Plan update.

The Economic Development Element looked to the City of Cedar Rapids, Iowa as a case study example for updates to the Comprehensive Plan. The City of Cedar Rapids updated their comprehensive plan after the major flood in 2008 with extensive community input and participatory planning work. Within days of the flood, Cedar Rapids City Council outlined a series of strategic recovery goals and the City worked for 11 months to accomplish these goals in a broad public engagement process. This project was titled the Neighborhood Planning Process and involved participation from more than 1400 residents.²² The City transformed the flood-prone areas from non-ecologically functioning hazard zones to ecologically functional public amenities (the Greenway). They also came up with strategies including a farmers' market along the Greenway to improve the economy and integrate open space and environment priorities. These opportunities included an expanded buffer to enhance water and habitat quality, a Greenbelt buffer around the City to limit sprawl and provide recreational amenity, and a trail network for bicyclists and pedestrians. This integration of economic development opportunities as well as flooding mitigation measures of buffers and greenspace into the central city inspired recommendations for the City of Westport Comprehensive Plan update. Increased year-round tourism has been a long-term goal of the City to support economic development. Incorporating hazard mitigation measures into tourism activities such as trail systems on the dune ridges and interconnected trails between the dunes and Marina District that could be utilized by residents but also as a tourism product for visitors to the town.

²² City of Cedar Rapids 'City of Cedar Rapids Neighborhood Planning Process' September 2009, http://cms.revize.com/revize/cedarrapids/document_center/PublicWorks/neighborhood%20planning%20process.pdf

The Community Appearance and Natural Resources Element, updated to Community Identity and Natural Resources Element, included recommendations to protect existing infrastructure from the impacts of flooding and sea level rise. This is partly due to strong place attachment the community has with the peninsular location and resistance to move away. In order to assist with recommendations for this section and to further understand flood proofing strategies for homes and businesses, best practices information was drawn from the FEMA website. Of particular interest was the document titled ‘Above the Flood: Elevating Your Floodprone House’²³. This document describes three techniques for flood proofing a home; (1) Extend the walls of the house upward and raise the lowest floor. (2) Convert the existing lower area of the house to non-habitable space and build a new second story for living space. (3) Lift the entire house, with the floor slab attached, and build a new foundation to elevate the house. The document also provided case study examples where this had been done. This background knowledge on best practices for flood proofing homes led to confidence in recommendations that this could be possible in Westport also, especially when hazards such as sea level rise will lead to flooding.

The Area-Wide Development Element used the Skagit Valley in the City of Hamilton Washington as a case study example. The City is currently drafting its comprehensive plan update. The City is incorporating land acquisition out of the floodplain into their comprehensive plan and is outlining a vision of renewed economic vitality, preserved rural character, and flood

²³ FEMA. ‘Above the Flood: Elevating Your Floodprone House’ May 2000, https://www.fema.gov/media-library-data/20130726-1443-20490-7815/fema347_complete.pdf

risk mitigation in their long-term planning process²⁴. The plan includes acquiring land and encouraging commercial development outside of the historic town footprint. Hamilton is working with a local land trust, nonprofits, and state agencies on acquiring land outside the floodplain, which could require annexing part of their urban growth area. Westport can look to lessons-learned from Hamilton when exploring potential opportunities to acquire land outside the city limits. This case study helped develop recommendations on opportunities to acquire land on higher grounds outside of the Westport city limits. This is recommended in the report as a means to relocate critical facilities to higher ground and also create a place of refuge during and after a tsunami.

Although not able to be updated in the draft Comprehensive Plan update, the Shoreline Master Program Element was able to use a case study of the City of Olympia, WA, Shoreline Master Program²⁵ in developing recommendations for future Shoreline Master Program updates for Westport. Specific goals in this Olympia Shoreline Master Program address sea level rise hazards, for example ‘The City should consider the impacts of sea level rise as it plans for the rebuild of Percival Landing and other shoreline improvements and it should be designed to provide for a reasonable amount of sea level rise consistent with the best available science and the life cycle of the improvements.’ This integration of hazard mitigation strategies into the Shoreline Master Program is not common practice in many cities however serves as a prime example of how it can be incorporated for future Shoreline Master Program updates in Westport.

²⁴ Cauvel, Kimberly. “Hamilton Comprehensive Plan Focuses on Moving North, Developing Economy.” GoSkagit, 7 July 2018, www.goskagit.com/news/local_news/hamilton-comprehensive-plan-focuses-on-moving-north-developing-economy/article_7ee598c9-8a06-5c4f-8506-c26ababe9ccc.html.

²⁵ City of Olympia, ‘Ecology Approved Shoreline Master Program’ 8 October 2015, <http://olympiawa.gov/~/.media/Files/CPD/SMP/2015EcologyApprvdSMP10082015/Binder10082015DOEApprvdSMPUpdteFig4101915.pdf?la=en>

For the recommended new Health and Well-Being Element of the Comprehensive Plan the case study that was the biggest resource for drafting recommendations was the from the City of New Orleans master plan; New Orleans 2030,²⁶ specifically Chapter 8 Health and Human Services. There were five key takeaways from this plan; (1) Engage community clinics and community groups into health and well-being planning. (2) Coordinate partnerships between health and human service providers. (3) Provide a policy of offering incentives to encourage community-based health service providers. (4) Establish a partnership with health insurance companies to ensure its coverage for all residents, especially for the elderly and low-income communities. (5) Develop evaluations and assessment to increase the quality of health services and their delivery. These takeaways were the foundation for developing recommendations specifically for Westport in the Health and Well-Being Element. It also served as a basis for ensuring appropriate aspects of a health and well-being element were included in this plan. This was especially important because as a new element there was no existing draft to work with.

Draft Comprehensive Plan Update Method

²⁶ City of New Orleans “New Orleans 2030 Vol. 2 Strategies and Actions” City of New Orleans, August 2010, <https://www.planetizen.com/files/plans/New%20Orleans%20Plan%20Vol%202%20Implementation.pdf>

The draft update to the Comprehensive Plan was primarily done through integrating the recommendations from the studio report, using appropriate language, into the existing City of Westport Comprehensive Plan document. This was the document that was sent to the Westport Planning Commission for review and is included in this thesis project. The task of doing this was a collaborative effort between myself and Prof Dan Abramson. The process was to go through each chapter individually, make any appropriate edits to the existing text and then incorporate as many appropriate recommendations and strategies into the chapter. For chapters of Land Use, Transportation and Circulation, Economic Development, Community Appearance and Natural Resources and Area-Wide Development this involved updating the introduction to include information about specific hazard mitigation strategies for the specific chapter. The next steps for these elements involved a comprehensive overhaul of the goals, objectives, and policies to integrate recommendations and strategies on hazard mitigation and resiliency. The new chapter Health and Well-Being involved more work as this was a completely new chapter. In keeping with consistency of the previous chapters an introduction was first written followed by a list of goals, objectives, and policies. The draft update was first done by myself then sent to Prof Abramson for review, further editing, and inclusion of additional goals, objectives and policies. The first draft was also sent to Kevin Goodrich (Westport Public Works Director) who provided feedback for further edits. Prof. Abramson then sent the document back to me for final review and edits before it was sent back to Kevin Goodrich to be delivered to the Planning Commission ahead of the meeting scheduled November 20th, 2019.

Following the submission of the draft document to the Planning Commission Prof. Abramson and myself attended the Westport Planning Commission meeting to present the draft update. At

the time of the meeting the Planning Commission consisted of William Leraas (Chairman), Rose Jensen, Jim Mankin, Jeff Pence and George Prigmore. Michelle Gooch was serving as the Planning Commission Secretary and Kevin Goodrich was also present as the Public Works Director. Prior to the meeting commencing only one member (Planning Commissioner A) had time to read through the document and make suggestions. After the presentation of the plan Planning Commissioner A had two suggestions (1) to include some information about the importance of supporting and encouraging the crabbing industry in Westport in the Economic Development Element, and (2) to include in a goal or objective under the Transportation, Circulation, and Telecommunications Element that promotes use and development of cycle transportation in the form of cycle lanes and bike parking. Members of the Planning Commission also requested a clean draft of the document to be sent through for review. The existing draft had blue underline for added text and red strikeout for deleted text to show clearly where the plan had changed from the current document. It was concluded at the end of the meeting that I would produce a clean and formatted draft by the end of the week for review and the Planning Commission would review and make comment by December 2nd, 2019.

After the Planning Commission meeting, I formatted the document to create a clean version with an updated contents page that could be sent to the planning commission for review. Prior to sending the clean draft for review I was also able to incorporate the changes recommended by Planning Commissioner A into the document by updating the Economic Development Element and the Transportation, Circulation, and Telecommunications Element. This document was sent to Kevin Goodrich on November 21st, 2019 and distributed to the Planning Commission by Michelle Gooch the following day. This clean draft document is contained in this thesis

document in Appendix A. Feedback on this draft was sent to Prof, Abramson and I on December 4th, 2019. There has also been additional feedback provided by Robert Freitag after the planning commission was given the clean draft for review. This feedback from both the Planning Commission and Robert Freitag is discussed in Chapter 4 of this thesis.

Draft Comprehensive Plan Update Format

The City of Westport Comprehensive plan draft update focuses on integrating hazard mitigation strategies to the following elements of the existing plan; Land Use, Transportation and Circulation, Economic Development, Community Appearance and Natural Resources and Area-Wide development. An additional new element of Health and Well-Being is also drafted below. This is a brand new element for the plan and the chapter includes an introduction, goals, objectives, and policies.

While a part of the studio report and included as an element of the plan where recommendations for updates were made, the Shoreline Master Program is limited in what can be updated in this draft update of the Comprehensive Plan. This is because the Shoreline Master Program is adopted by reference and is a stand-alone document required by Washington state law. In 2003 the Washington State Department of Ecology required all Shoreline Master Programs to be updated based on 2003 guidelines. The existing Shoreline Master Program did not meet the new guidelines and as such was required to be updated by June 2016. Although late in doing so, in

April 2017 the plan was updated. As a city in Grays Harbor county, the next update is not required until June 2022 in line with RCW 90.58.080 which states;

(4)(a) Following the updates required by subsection (2) of this section, local governments shall conduct a review of their master programs at least once every eight years as required by (b) of this subsection. Following the review required by this subsection (4), local governments shall, if necessary, revise their master programs. The purpose of the review is:

- (i) To assure that the master program complies with applicable law and guidelines in effect at the time of the review; and
- (ii) To assure consistency of the master program with the local government's comprehensive plan and development regulations adopted under chapter 36.70A RCW, if applicable, and other local requirements.

(b) Counties and cities shall take action to review and, if necessary, revise their master programs as required by (a) of this subsection as follows:

- (iv) On or before June 30, 2022, and every eight years thereafter, for Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grant, Grays Harbor, Klickitat, Lincoln, Okanogan, Pacific, Pend Oreille, Stevens, Wahkiakum, Walla Walla, and Whitman counties and the cities within those counties.

Updating the Shoreline Master Program was not feasible with this thesis, nor studio task. Extensive public engagement, public notice, applicable documentation including SEPA

determination of non-significance and approval from the Washington State Department of Ecology would be required and therefore only minimal updates to the introduction section of the Shoreline Master Program Element are made in this draft Comprehensive Plan update.

The beginning sections of the plan including the Introduction, Plan Organization, and Overall Goals and Objectives chapters, have a moderate level of changes made. This is mainly to introduce the update of the integration of hazard mitigation strategies into the Comprehensive Plan as the primary driver behind this update. The Implementation chapter and the conclusion will remain unchanged in this draft as the content is still relevant to this update as it was the previous.

In Appendix A is the existing City of Westport Comprehensive Plan with the recommended changes. The section of the existing Comprehensive Plan before the first chapter that begins describing the Comprehensive Plan review and update for 2012 has only been partially amended for this update. This is due to the fact that this section has tables detailing the dates and times of various planning and council meetings and specific chapter drafts and updates relative to the 2013 update. This information will therefore be more available at a later date if the draft Comprehensive Plan update is approved and can be updated with a table based on the 2019 update. The appendices for the Comprehensive Plan have remained unchanged. A full copy of a full copy of the existing Comprehensive Plan, can be found in Appendix D of this document.

Feedback

After the draft Comprehensive Plan update was presented to the Westport Planning Commission the feedback provided at the meeting by Planning Commissioner A was incorporated into the clean draft version of the plan that was sent to the Planning Commission for review. This is the plan contained in Appendix A of this thesis. The remaining members of the Planning Commission have since provided feedback on the plan as has Robert Freitag. Discussed below is the feedback received by each person.

Robert Freitag is a Senior Instructor and Director of the Institute for Hazards Mitigation Planning and Research (IHMP) at the University of Washington. Freitag has provided support at many stages throughout the process of drafting the Comprehensive Plan update including working with the studio to better understand hazard mitigation and resilience planning, coordinating his Floodplains Management course with the studio, and providing expertise based in the experience of Project Safe Haven, tsunami vertical evacuation, and other community resilience planning in the region. Freitag has also reviewed the draft Comprehensive Plan update and provided significant feedback. Freitag's feedback and my responses are as follows.

- The Introduction section on page 1 of the plan states *'A comprehensive plan is the basic foundation for local planning. It lays out a community vision and priorities and describes where, how, and in some cases when development will occur. It is adopted by the city as flexible guidelines for policymakers, land managers, and land users about how to conserve, rehabilitate,*

or develop an area while addressing land use, transportation, economic development, parks and open space, urban design, and utilities.’ The second half of the second sentence is advised to be revised to ‘develop an area while addressing Land Use, Housing, Capital Facilities Plan, Utilities, Rural Development (counties only), Transportation, Economic Development, Parks and Recreation, and Ports.’ Ports being mandatory for cities with annual maritime port revenues exceeding \$60 million. While I agree it would be beneficial to cover all of these elements in a plan and they are required for cities and counties required to produce comprehensive plans under RCW 36.70A.070. Westport is not required to produce a comprehensive plan to this standard under the Washington State GMA as it is not in a fast-growing city or part of a fast-growing county. It would definitely be something to look to in future updates, especially an additional element specifically for the Port as this is a major contributor to Westport’s economy, however the Port of Grays Harbor is a county-level agency with only some facilities at Westport. Therefore a Comprehensive Plan Element for the port would have to focus more on coordination, and acknowledge that much of the Port’s decision-making is outside Westport’s jurisdiction. It is not feasible to do so at this late stage of the plan update.

- Robert Freitag mentions on several occasions throughout the report that it would be beneficial to include definitions of new terminology introduced in this update. This is not something that has been done in the past with this document, but I agree would be highly beneficial to readers. These definitions could be added to the Introduction section under section E DEFINITIONS on page 3 of the plan. Firstly the word ‘resilient/resiliency’ could be defined as Freitag has suggested to ‘Resilience is about building the capacity of the community, at various scales, to prepare for, withstand, recover, and maintain its identity in the face of actual or anticipated hazard occurrences, allowing for continuity of community and quick recovery if a

disaster occurs.’²⁷ ‘Mitigation’ has also been recommended to be defined as ‘Risk management action taken to avoid, reduce, or transfer those risks.’²⁸ The term ‘strategies’ is also recommended to be defined as ‘approaches and tools that achieve an objective.’ There is also suggestion of defining ‘threats and hazards’ in a context of these presenting long-term risks to people and their property. Freitag has made excellent suggestions on the start of an expansion of the definitions section of the Introduction chapter. It would also perhaps be beneficial to include additional definitions that may be helpful to the reader such as ‘complete streets’, ‘density’, ‘infrastructure’ and ‘mixed-use’ to name a few.

- There is also feedback regarding the details of the public involvement for the plan update and ensuring this has been documented adequately. There is perhaps the opportunity to include this at the start of the document on page vii. This would be completed after the public have been invited to comment if the plan were to proceed through to the City Council.

- Under the Land Use Element on page 11, objective 9 reads *‘Investigate climate resilient building code opportunities using best available science to ensure new development is long lasting and resilient to the impacts of climate change and sea level rise, or at least accounts for the cumulative impacts of sea level rise’*. Freitag suggests this be partly reworded to say, ‘ensure new development is resilient accounting for the impacts of climate change...’. I agree with this change.

- Page 11 also contains the goal that reads *‘To provide sufficient space, protected from conflicting uses, and where possible natural hazards, for various residential uses, and rent levels and property values while maintaining, to the extent possible, traditional residential cultural*

²⁷ The National Academies. Disaster Resilience: A National Imperative. National Academies Press, 2012.

²⁸ US Department of Homeland Security. “National Mitigation Framework Second Edition” June 2016, https://www.fema.gov/media-library-data/1466014166147-11a14dee807e1ebc67cd9b74c6c64bb3/National_Mitigation_Framework2nd.pdf

values. Freitag has recommended this be modified to read ‘To provide sufficient space, protected from conflicting uses, and where possible the adverse impacts of natural hazards...’ I agree with this change.

- In the Land Use Element, on page 12, objective 5 states ‘*To provide nearby pedestrian access to and encourage development of neighborhood parks and limited commercial services directly appurtenant to residential lifestyles within residential zones. Parks should be considered as places of gathering and refuge in an emergency, including storage of supplies accessible in an emergency, and integrated with tsunami vertical evacuation structures where appropriate.*’

Freitag’s feedback on this objective was ‘I think it is a waste of funds to store at the site for very infrequent events.’ While I can understand the reasoning behind this feedback I disagree and believe the City of Westport may also. This is because at evacuation sites such as the Ocosta Elementary School there is supplies of food, water and basic first aid that are for use in an emergency event and therefore is something the City is already interested in doing.

- Also on page 12 is the objective that reads ‘*Encourage multi-story residential buildings, including mid-rise condominiums, to have public rooftop access during emergency events such as severe flooding and tsunamis. Review the possibility of applying additional funds to design and construct such buildings as earthquake- and tsunami-resistant vertical evacuation structures, according to the best available scientific models of ground motion, liquefaction, and tsunami impacts, and according to guidelines approved by the National Tsunami Hazard Mitigation Program.*’ Freitag’s feedback on this objective was ‘Where practicable, support the building of tsunami safe multi story structures that could provide tsunami safe refuges (you do not want to encourage a plethora of multi-story structures with a Tsunami inundation zone.) Discourage / disincentivize increases in residential densities where tsunami safe refuges are not

available.’ I can see where this feedback is coming from and think perhaps this could be reworked to specify that this should apply to either already existing structures or new residential buildings on higher elevations less vulnerable to impacts from a tsunami.

- Objective 4 under the Land Use Element on page 14 reads *‘Industrial development and redevelopment should incorporate hazard mitigation measures to create more resilient infrastructure against natural hazards such as storm surges and sea level rise, and to mitigate environmental hazards due to flooding and tsunami impacts, including chemical spills, hazardous debris and fires.’* Freitag has suggested this be reworded to ‘Industrial development and redevelopment should incorporate hazard mitigation measures to reduce the adverse impacts resulting from storm surges, extreme tides and sea level rise, including environmental hazards such as chemical spills, hazardous debris and fires.’ I agree with this change.

- Goal 2 on page 14 of the Land Use Element reads *‘Pursue improvements in emergency preparedness, such as the development of tsunami vertical evacuation structures which provide mixed recreational or commercial uses during regular day-to-day activities, to better meet the health and safety needs of the city if an emergency should occur.’* Freitag has recommended this be reworded to ‘Pursue improvements in emergency preparedness and tsunami vertical evacuation opportunities where necessary. Such structures could be designed to also provide recreational or commercial activities.’ I agree with the shortening of this goal.

- Objectives 5, 6 and 7 on page 15 of the Land Use Section all use the phrase ‘such as’ or ‘including’ Robert Freitag has suggested this be rephrased to ‘included but not limited to’ I agree with this. Therefore, these objectives would now read. 5) Identify site-specific locations for construction of additional mixed-use vertical evacuation structures including but not limited to parking infrastructure that are accessible to high numbers of Westport residents and visitors. 6)

Research and evaluate opportunities for relocation of public critical facilities including but not limited to emergency services to higher ground within the city limits along the dune ridges or outside the city limits on higher ground as a measure of protection against natural hazards such as sea level rise and tsunamis. 7) Invest in infrastructure for critical facilities that is able to withstand the impacts of climate change including but not limited to extreme weather events, flooding, and natural disasters such as earthquakes and their associated hazards: ground shaking, liquefaction, landslides, ground subsidence, and tsunamis.

- On page 18, policy 7, and page 19, objective 3, in the Land Use Element Freitag has suggested changing the language to say monitor rather than observe and review. I agree with this and as such the policy and objective would be reworded to say 7) The City should monitor sea level rise projections and pay close attention to the impacts this may have on saltwater intrusions. 3) To monitor potential sea level rise scenarios and the associated impacts on the City's storm water runoff and drainage system.

- In the Transportation, Circulation, and Telecommunications Element, on page 27, policy 15 reads *'The City should review applicable regulations to allow use of drones for emergency preparedness and management, including as enhancements to situational awareness (e.g. detecting and reporting traffic conditions, condition of roads and bridges, people in need of assistance, and aids in finding and following optimal evacuation routes), delivery of emergency supplies, telecommunication, etc.'* Freitag has suggested this be reworded to 'The City should review applicable regulations to allow use of drones for emergency preparedness and response...'. I agree with this change.

- In the Airport Circulation section of the Transportation, Circulation and Telecommunications Element, page 28, objective 4 reads *'Sea level rise projections should be*

considered when developing or redeveloping airfield infrastructure' Freitag has suggested this be reworded to 'Expected changes in the climate should be considered when developing or redeveloping airfield infrastructure'. I agree with this change as it encompasses a broader impact of climate change impacts than just sea level rise.

- In the Economic Development Element, on page 30, objectives 10, 11 and 12, Freitag has recommended these objectives be broader and include all natural hazards and to not forget about landslides and earthquakes. While I agree it is important to consider all natural hazards I think it is ok to specifically focus on sea level rise and tsunamis when addressing the Marina District as this is the hazards the area is most prone to. When encouraging economic development and business expansion in areas that are less prone to sea level rise and flooding this is relevant as these are the hazards of greatest concern in Westport and also were the main points of discussion during the community engagement workshops.

- In the Community Identity and Natural Resources Element, page 33, goal 4 reads '*A community identity that is robust and resilient enough to withstand even the rarer and more extreme possibility of earthquake and tsunami damage, as well as the less severe but more likely and frequent changes that accompany sea level rise, erosion, and climate events.*'. Freitag has suggested this be reworded to 'A community identity that is robust and sufficiently resilient to withstand even the rarer and more extreme possibility of earthquake and tsunami damage, as well as emerging climate change risks.' I agree with this change.

- Also in the Community Identity and Natural Recourses Element, page 34, objective 9 reads '*Explore opportunities for integrating natural hazard and resilience awareness and education opportunities in the built environment in the form of evacuation route signage and landmark structures that indicate evacuation routes and destinations.*' Freitag has recommended

the word awareness be removed from the sentence and I agree with this change.

- In Chapter 9 Shorelines Master Program, page 40, Freitag has suggested ‘You may want to insert that it is appropriate to consider structures that are interim. That may “buy time” to better enable more long-term solutions. A sea wall that protects the business district from increasingly high tides and sea levels may provide protection until the district can relocate.’ I agree with this suggestion and propose the sentence ‘An updated Shorelines Master Program may also include interim mitigation strategies to allow more time for long term solutions to the impacts of flooding and sea level rise. This could include a sea wall that protects the business district from increasingly high tides and sea level rise and may provide protection until affected infrastructure can be relocated’

Planning Commission B sent an email with brief feedback that said the plan looked good and they had a couple of comments. The comments were in reference a misspelling of ‘community identity’ on page iv, objective 14 on page 31 confirming this was the language Planning Commissioner A was looking for in regards to the crab industry, and a request for on page 30, under the goals in the first paragraph regarding “each/boat building, maintenance & repairs” for language to be added “including a haul out facility and boat yard”. These changes are relatively simple to make. It would be beneficial to confirm with Planning Commissioner A that the objective with reference to the crab industry is the language Planning Commissioner A was looking for. The goal on page 30 can be reworded to read ‘Work toward re-establishing the local economy while maintaining the seaside character and the maritime industries, especially those related to yacht/boat building, including the haul out facility and boat yard, maintenance and repairs, commercial, and recreational fishing.

Planning Commissioner C also sent an email with brief feedback that stated the only item of concern was the table on page vii that does not have any meeting dates or times filled in. These comments are correct and this section is missing from the plan. If the plan were to be approved and sent to City Council, then appropriate dates can be completed in this section when all the meetings and public engagement activities have occurred.

Planning Commission member D also reviewed the document and sent back the most feedback of all the Planning Commission members. The first recommended change is to remove Planning Commissioner E from list of planning commissioners on the document as given the result of the recent election they will be on the City Council, not Planning Commission when this document is adopted. This is an easy fix. Next there is references to the context in the 'Comprehensive Plan Review and Update 2019' section on page vi that needs to be updated. I also agree with this as this section is not yet complete and will need input and assistance from Prof. Abramson and Kevin Goodrich for the context and dates for the meeting schedule table. There is also a comment on the sentence on page 25 that reads *'This chapter, then, outlines the transportation, circulation, and telecommunications goals, objectives, and policies for tort in keeping with many of the issues just discussed.'* Planning Commissioner D was unsure of the meaning of the phrase 'policies for tort in keeping with many of the issues just discussed'. This line was from the previous plan and I would have to ask Kevin Goodrich or the author of the previous plan what exactly is meant by this sentence. Other than these comments the rest of the suggestions from Planning Commissioner D were with regards to formatting, punctuation, and general grammar corrections that can be adjusted relatively easily.

Planning Commissioner E did not provide any comment. This is likely because they will be leaving the Planning Commission and joining the Westport City Council.

Overall the feedback from the Commissioners and Robert Freitag is encouraging. There has been close attention to detail and clear explanations on how changes and edits can be made. The general response has been positive, and it seems likely that once the changes have been made the Planning Commission will approve the Plan and it can progress to the next stage of the adoption process through the Westport City Council.

Next Steps

The next step in the process of updating the Westport Comprehensive Plan is to make the appropriate amendments to the document based on the Planning Commission and Robert Freitag's feedback. Once these changes are made the Plan will need to be sent back to the Planning Commission for approval. Updates will also need to be made to the beginning part of the document 'Comprehensive Plan Review and Update 2019' to reflect the planning process and relevant public engagement, Planning Commission meetings, and future City Council meetings. Once this is complete, if the draft is approved by the Planning Commission it can then be sent to the City Council for review. As the Council reviews the document there will need to be at least one public hearing on the Comprehensive Plan update and notice of time, place and

purpose of the hearing must be given at least ten days in advance in accordance with Washington State Legislation;

RCW 35A.63.070

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

After the public hearing, any necessary changes to the plan will be made. The plan will then need to be approved by the Westport City Council as required by Washington Legislation;

RCW 35A.63.071

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

The City Council will then have sixty days from its receipt of the updated Comprehensive Plan to vote on approval, modified approval, or disapproval of the plan as required by Washington Legislation;

RCW 35A.63.072

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

If the City Council decides to approve the Comprehensive Plan appropriate documentation to the

State of Washington Department of Ecology will need to be filed. This will include a SEPA Determination of Non-Significance (DNS). The updated Comprehensive Plan will also need to be made available online and the City of Westport website will therefore need to be updated accordingly.

It is hoped that this year long process will lead to a successful update of the Westport Comprehensive Plan. The process has involved extensive community participation opportunities and the majority of updates to the plan have come from the community themselves. I hope this document will be useful for future planning efforts of Westport but may also serve as an example for other communities looking to incorporate more hazard mitigation planning strategies into their own Comprehensive Plans.

Lessons Learned

Throughout the process of the Comprehensive Plan update I have learned several lessons that I will take with me in my future working career. The four most valuable lesson have been the importance of community engagement and understanding a community when preparing any planning documents for a City, timeline management between a university quarter timeline and that of a rural community, the process for integrating hazard mitigation strategies into a comprehensive plan update, and of effective communication when working with a team.

Firstly, the importance of understanding, to the best of my ability, as a non-resident, the everyday life, community, and values the people of Westport have was highly important in being

able to draft a Comprehensive Plan update. Without an understanding of what was important to residents in terms of values and assets of the community it would not have been possible to draft a Comprehensive Plan update that would support this community in planning for the future. For a small town of only just over 2000 residents I was inspired and impressed by the number of people not only involved in the planning process through the Steering Committee and City staff but by the amount of members of the public who took time on a Saturday to come to Ocosta Elementary School for the public workshop. This to me showed the importance of involving the public in the planning process and it also demonstrated the willingness of the public to express their opinions on community resilience and hazard mitigation planning. Prior to this project I envisioned public participation to be more useful and valuable in planning for larger cities with more residents and more voices to be heard in the planning process. The lesson I have learned from this process is that the size of a city is not an indicator of the willingness and need of the public to engage in the planning process. In fact, for a small city with strong community pride, values, and appreciation for the small-town lifestyle, public engagement may be even more important to protect and enhance the assets and values the community most appreciate through the planning process.

The second lesson I learned was that of timeline management between a university quarter timeline and the timeline of a rural community. Specifically, the difficulties of managing the tight timeline that comes with a university quarter of ten weeks, and that of a community, especially a rural community without strict planning timeframes and requirements, and how to continue the project after the university quarter is finished. During the university quarter the project was in full swing, many engagement activities were occurring both public and with

partners/City staff, there was several communications and interactions with the City of Westport staff, and a draft report of the recommended updates was created all within a ten-week period. At the end of the university quarter after the draft studio report had been sent to the City there was slow response from the Planning Commission to the studio report. This combined with the fact that the students had moved on from the project lead to a significant time lapse in the process of producing the Comprehensive Plan update, and a yearlong period with no engagement or information communication with the public. This may be an issue when the time comes for a public hearing on the Comprehensive Plan update as there has been a significant delay in public engagement opportunities, and it is possible a reintroduction to the project may be necessary. In terms of how this can be managed for future planning projects between City's and the University with the quarter time frame it may be beneficial to keep the public informed of the process going on behind the scenes through public announcements by the City and on social media after the university quarter has finished. In future projects it may also be beneficial to have a studio report available to the public sooner, copies of the posters from the poster engagement session published online and/or displayed in public spaces after the workshops, and monthly general updates to keep the public informed. I think this would also assist with keeping the project on track from both the City and the University.

The third lesson I learned from this process was how to integrate hazard mitigation strategies into a comprehensive plan update. This was essentially the core outcome of this thesis and as described in earlier chapters was a long and comprehensive process. The starting point for this integration of hazard mitigation strategies came from looking at the Grays Harbor Hazard Mitigation Plan, specifically the Westport Annex. The six initiatives listed in subsection nine of

the Westport Annex became the foundation for developing recommendations for the Comprehensive Plan update. Alongside the recommendations based on the six initiatives, ideas and recommendations that came from both the public and City staff were also incorporated where appropriate into the Comprehensive Plan update. When drafting the Comprehensive Plan update there were two options for integration of hazard mitigation strategies. The first was to update each individual element (and add any new elements) to incorporate hazard mitigation strategies into each specific update. The second was to create a new element for the plan specifically for hazard mitigation strategies. The first option of integration into the existing plan was the option used for this update. This was most appropriate for Westport for three key reasons. Firstly because the City already had some hazard mitigation strategies incorporated into elements of the Comprehensive Plan, for example the 2013 Comprehensive Plan update had a goal in the Land Use Element ‘Pursue improvements in emergency preparedness, such as the development of elevated evacuation structures which provide mixed recreational or commercial uses during regular day to day activities, to better meet the health and safety needs of the city if an emergency should occur.’ Secondly because in order for hazard mitigation strategies to be most effective and for a community to be more resilient, these strategies and practises need to be incorporated into daily life and/or community identity. Mitigation measures shouldn’t be a burden or a difficulty for the community but a part of the lifestyle and this is supported by incorporating these strategies into already existing elements of the plan. Lastly the benefit of integrating hazard mitigation across multiple elements is recognized by FEMA as a beneficial method of integration of planning documents. FEMA states that hazard mitigation planning integration into a comprehensive plan has a benefit of ‘Promotes mitigation as a policy priority across multiple elements (e.g., land use, infrastructure, economic development, environment.)’²⁹

²⁹ FEMA. “Integrating Hazard Mitigation Into Local Planning” US Department of Homeland Security. March 1,

The fourth lesson I learned from this project came more in the beginning phases of this project during the studio class time in autumn 2018. This lesson was the importance of effective communication when working with a team to produce a single product, in this case the studio report. All members of the student studio team were well educated (Master and PhD level) with a variety of study backgrounds, and as a group there was a great mix of knowledge and expertise. Looking back on the experience, although many parts of the project were done as a team, including the public engagement activities, the tasks of developing each element were completely separate. While this makes sense as a group to divide up the work, I think it would have been beneficial for the group to come together at the start and discuss areas, or tasks they felt confident with, and those they needed help with. For example, some sections of the report had excellent graphics such as the Community Identity and Natural Resources Element while other utilized case studies in a very detailed manor such as the Health and Well-Being Element. Some elements had better grammar, spelling and general sentence structure while others had more specific and thought out recommendations and strategies. I think this demonstrated the different skills each student was able to bring to the project and it would have been beneficial to determine who was confident in each of these areas, and others, to make the report a more cohesive document. For me this was perhaps most evident as I spent a great amount of time editing the report after the class had finished and noticed different strengths and weaknesses in each element. If I were to do this project again I would still separate the work out and delegate each student a section of the report however in the final weeks of the studio when the report was being put together I think it would have been beneficial to have students responsible for different things including but not limited to; some students being responsible for editing, and amending

spelling and grammar; some responsible for document formatting including ensuring contents, appendix, references and figures were all correct; some responsible for graphics such as ensuring all maps had legends, north arrows, scale bars and appropriate titles or captions, and ensuring each section had relevant graphics to support the text; and some responsible for preparing the presentations for the City staff and the public poster session at the end of the quarter. While I think the group worked well together and each student took on their responsible chapter update well, after going through the document prior to writing this thesis I can see how better communication of each other's skills and areas of confidence at the beginning of the quarter could have been beneficial to producing a more cohesive and readable report.

Conclusions

The process of updating a comprehensive plan can be simple if this involves minor changes such as an amendment to a zoning designation or an update of an ordinance. On the other hand, a comprehensive update involving extensive public engagement, research, and collaboration between multiple interested parties over a year long time span is relatively complex. The latter was the case for the City of Westport Comprehensive Plan Update that became the primary goal of this thesis. The process from start to finish had many stages and moved at various speeds. At times there was great momentum and progress, especially during the Autumn Quarter studio in 2018, while at other times progress slowed such as the period following the completion of the studio class. This thesis is in some ways the conclusion for the almost 18-month time period

from when the project and partnership between the University of Washington and the City of Westport began.

The majority of the content of the draft Comprehensive Plan update comes from the final report produced as a result of the studio class in autumn 2018. It is important to recognise that although the studio group produced the report the majority of the content, specifically the recommendations for each element of the Comprehensive Plan, came from the community of Westport itself. This was both through the collaborative relationships between the University of Washington and the City of Westport staff, and the residents of the Westport wider area who provided extensive input into the planning process through attendance at the public workshops. As non-residents of Westport it was important for the studio team, and later for the draft plan update work with Professor Abramson and I to engage with the community as much as possible to best understand how the future of the City can be planned for in the Comprehensive Plan.

The final outcome of this update is at this stage unknown. Currently the draft updated Comprehensive Plan has been reviewed by the Westport Planning Commission and each member of the commission has given comments/feedback on changes to be made to the document. It is hoped that once these changes have been made the Planning Commission will approve the plan update and the draft Comprehensive Plan update can be reviewed by the City Council, and eventually be adopted. If there is to be more work involved in the Comprehensive Plan update process then this draft can be seen as a starting point for further revisions or a first step in the process of the update. There are of course more steps needed to be taken in this process including

additional public participation opportunities before the plan is approved and administrative tasks such as SEPA regulations that must be complete before final adoption.

The process of reaching a draft Comprehensive Plan update has been a long journey. A little over a year ago I did not even know where Westport was on the map, now we are at a stage where the draft update is being considered by the Westport Planning Commission and I am on a first name basis with several members of the community. After extensive community engagement, working with Prof. Abramson and Kevin Goodrich on this draft update, and spending several days and nights in Westport I hope that this draft update will be something the community will find relevant and useful in their future planning endeavours.

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COMPREHENSIVE PLAN



Adopted April 28, 1998
Revised February 23, 1999 by Ord. #1189 Last revised
(DATE) by Ord. # _____

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TABLE OF CONTENTS

| Title | Page Number |
|---|--------------------|
| Table of Contents | ii |
| List of Appendices | iv |
| Plan Update Development Process | vi |
| Process, Public Involvement and Legislative Adoption..... | vii |
| <hr/> | |
| Chapter 1: Introduction | 1 |
| A. Authority | 1 |
| B. Relationship to the 1999 Comprehensive Plan | 1 |
| C. Characteristics of Comprehensive Plan | 1 |
| 1. Comprehensiveness | 1 |
| 2. Long Range | 2 |
| 3. Flexibility | 2 |
| 4. Community Participation and Input | 2 |
| D. Purpose | 2 |
| 1. General Welfare | 2 |
| 2. Coordination | 2 |
| 3. Policy Statement | 2 |
| 4. Communication | 3 |
| E. Definitions | 3 |
| 1. May, Should, and Shall | 3 |
| 2. Goals, Objectives, and Policies | 3 |
| 3. Appropriate | 3 |
| F. Implementation | 3 |
| <hr/> | |
| Chapter 2: Plan Organization | 4 |
| <hr/> | |
| Chapter 3: Overall Goals and Objectives | 7 |
| Introduction | 7 |
| Goals | 7 |
| Objectives | 7 |
| <hr/> | |
| Chapter 4: Land Use Element | 9 |
| Introduction | 9 |
| A. Overall Goals and Objectives | 9 |
| B. Residential Land Use | 11 |
| C. Commercial Land Use | 12 |
| D. Industrial Land Use | 13 |
| E. Public and Semi-Public Land Use | 14 |
| F. Recreation | 15 |
| G. Land Use Policies | 16 |
| H. Groundwater, Stormwater Runoff/Drainage | 17 |
| Ground Water | 17 |
| Stormwater/Drainage/Flooding | 18 |

| | |
|---|----|
| I. Land Use Designations and Land Use Plan Map..... | 19 |
| 2. Residential (R1and R2) | 20 |
| 3. Ocean Beach Residential (OBR1 and OBR2) | 20 |
| 4. Mixed-Use/Tourist Commercial (MUTC1 and MUTC2) | 20 |
| 5. Tourist Commercial (TC) | 21 |
| 6. Marine Industrial (MI) | 21 |
| 7. Recreation and Parks | 21 |
| 8. Government Lands | 21 |
| 9. Shorelines | 21 |
| a. Urban shoreline | 22 |
| b. Conservancy | 22 |
| c. Natural shoreline | 22 |
| J. Process | 22 |

LAND USE PLAN MAP AND DESIGNATIONS Reference-Appendix A (p48)

| | |
|--|----|
| Chapter 5: Transportation, Circulation, and Telecommunications | 23 |
| Introduction | 23 |
| Goals | 24 |
| Objectives | 25 |
| Policies | 26 |
| Airport Circulation | 27 |
| Goals | 27 |
| Objectives | 28 |
| Policies | 28 |

TRANSPORTATION AND CIRCULATION ELEMENT MAP Reference-Appendix B

| | |
|---|----|
| Chapter 6: Economic Development Element | 29 |
| Introduction | 29 |
| Goals | 29 |
| Objectives | 30 |
| Policies | 30 |

| | |
|---|----|
| Chapter 7: Community Identify and Natural Resources Element | 33 |
| Introduction | 33 |
| Goals | 33 |
| Objective | 33 |
| Policies | 34 |

| | |
|--|----|
| Chapter 8: Area-Wide Development Element | 37 |
| Introduction | 37 |
| Goals | 37 |
| Objectives | 38 |
| Policies | 38 |

| Title | Page Number |
|---|--------------------|
| Chapter 9: Shoreline Goals and Policies | 40 |
| SHORELINE MASTER PROGRAM Reference-Appendix C | |
| <hr/> | |
| Chapter 10: Health and Well-Being Element | 41 |
| Introduction | 41 |
| Goals | 41 |
| Objectives | 42 |
| Policies | 42 |
| <hr/> | |
| Chapter 11: Implementation | 43 |
| Introduction | 43 |
| 1. Public Participation | 43 |
| 2. Intergovernmental | 43 |
| 3. Plan Review | 44 |
| 4. Regulatory Coordination | 44 |
| a. Zoning Ordinance | 44 |
| b. Subdivision | 44 |
| c. Other Regulations | 44 |
| 5. Regulatory Implementation | 44 |
| 6. Amendments | 45 |
| 7. Adoption by Reference | 45 |
| Conclusion | 46 |

LIST OF APPENDICES

| Title | Page Number |
|--|--------------------|
| Appendix A Comprehensive Land Use, Shoreline, and Zoning Map | 47 |
| Appendix B Comprehensive Transportation and Circulation Map | 48 |
| Appendix C Shoreline Master Program | 49 |
| Appendix D Wellhead Protection Map | 97 |

Comprehensive Plan Review and Update 2019

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

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

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

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

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

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

Following the initial review by the City of Westport Planning Commission (insert text based on next steps in Comprehensive Plan Update, 2019)

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

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

TABLE 1

| LEGISLATIVE BODY | DATE | TIME | Meeting Type |
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PLANNING PROCESS, PUBLIC INVOLVEMENT AND LEGISLATIVE ADOPTION

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

RCW 35A.63.070

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

RCW 35A.63.071

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

RCW 35A.63.072

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

RCW 35.63.073

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

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

RCW 35A.63.260

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

CHAPTER 1

INTRODUCTION

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

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

A. AUTHORITY

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

B. RELATIONSHIP TO THE 2013 COMPREHENSIVE PLAN UPDATE

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

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

C. CHARACTERISTICS OF THE COMPREHENSIVE PLAN:

The comprehensive plan has four general characteristics:

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

1. Comprehensiveness

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

2. Long Range

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

3. Flexibility

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

4. Community Participation and Input

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

D. PURPOSE

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

1. General Welfare

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

2. Coordination

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

3. Policy Statement

The Comprehensive Plan also serves as the basis for municipal policy on development, and provides those guiding principles, objectives, and techniques upon which the development of regulations can be

assessed and evaluated. The comprehensive plan, then, represents a long range policy statement by the city.

4. Communication

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

E. DEFINITIONS

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

1. May, Should, and Shall

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

2. Goals, Objectives, Policies

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

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

F. IMPLEMENTATION

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

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

CHAPTER 2

PLAN ORGANIZATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

providers and as such planning opportunities for health and well-being were not fully explored. This chapter includes goals, objectives, and policies for addressing and planning for the health and well-being needs of the City's future.

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

CHAPTER 3

OVERALL GOALS AND OBJECTIVES

Introduction:

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

GOALS:

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

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

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

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

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

OBJECTIVES:

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

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

CHAPTER 4

LAND USE ELEMENT

Introduction:

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

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

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

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

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

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

A. OVERALL GOALS AND OBJECTIVES

General

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

GOALS:

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

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

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

OBJECTIVES:

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

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

B. RESIDENTIAL LAND USE

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

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

GOALS:

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

To increase the City's stock of affordable housing.

OBJECTIVES:

1. To separate various types of single-family structures including new-designated manufactured homes in order to optimize choice in neighborhood type.
2. To allow new multiple-family structures within designated residential areas, provided the resulting density does not exceed eighteen (18) units per acre and provided each development is reviewed to insure compatibility with surrounding single-family residences. Denser development should be

prioritized on higher ground, where tsunami hazards are least severe, and include housing affordable to families and residents in particular need.

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

C. COMMERCIAL LAND USE

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

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

GOALS:

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

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

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

OBJECTIVES:

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

D. INDUSTRIAL LAND USE

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

GOALS:

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

OBJECTIVES:

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

E. PUBLIC AND SEMI PUBLIC LAND USE

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

GOALS:

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

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

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

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

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

OBJECTIVES:

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

F. RECREATION

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

GOALS:

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

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

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

OBJECTIVES

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

G. LAND USE POLICIES

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

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

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

H. GROUNDWATER, STORMWATER RUNOFF/DRAINAGE

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

Ground water

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

have been made regarding the volume of the ground water resource. Thus, the City may have a system approaching aquifer capacity or, conversely, there may be substantially more water available without resource deterioration; and (d) the catchment basin (of precipitation recoverable by the wells) has not yet been defined.

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

GOALS:

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

OBJECTIVES:

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

POLICIES:

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

Stormwater/Drainage/Flooding

The Westport area receives approximately 90-100 inches of rainfall a year, much of which occurs within a few months' period. The existing storm water drainage system is operating at or above capacity with heavy rainstorms resulting in drainage problems. It should be noted that the drainage ways in Westport also serve extensive areas of the unincorporated area outside the immediate city limits.

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

GOALS:

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

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

OBJECTIVES:

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

POLICIES:

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

I. LAND USE DESIGNATIONS AND LAND USE PLAN MAP

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

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

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

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

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

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

1. Residential (R1 and R2)

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

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

2. Ocean Beach Residential (OBR1 and OBR2)

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

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

It is the intent of the Mixed-Use/Tourist Commercial (MUTC) zone that there be a mixture of tourist commercial and higher density residential uses in close proximity. Mixed use can include, but is not limited to, mixed use buildings with retail or office uses on the lower floors and residential above, or uses which mix commercial and residential structures in the same or neighboring parcels. Individual projects may be single purpose or mixed use.

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

4. Tourist Commercial (TC)

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

5. Marine Industrial (MI)

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

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

6. Recreation and Parks

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

7. Government Lands

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

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

8. Shorelines

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

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

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

J. PROCESS

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

CHAPTER 5

TRANSPORTATION, CIRCULATION,

AND TELECOMMUNICATIONS ELEMENT

Introduction:

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

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

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

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

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

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

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

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

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

GOALS:

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

- Provision of safe, adequate, and improved access;

- Improvement of traffic flow;

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

- Compatibility of transportation types is enhanced;

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

- Provision of efficient emergency evacuation;

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

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

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

Provide reliable wireless network connections to all businesses and individual households

Ensure reliable communication options for emergency services and first responders

OBJECTIVES:

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

POLICIES:

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

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

AIRPORT CIRCULATION

Although it is recognized that all aspects of Westport’s circulation network are vital, special attention is provided in this element to air transportation, particularly as it relates to the development of an all-

weather airport facility. The city has developed an Airport Layout Plan approved by the State of Washington that includes proposed expansion and improvement projects, as well as recommendations to address land use related concerns and issues which may arise from the proposed expansion. The airport is designated as a critical facility in the City's approved Hazard Mitigation Plan. Because of the importance of the airport facility, this specific addition to the circulation element has been created.

GOALS:

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

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

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

OBJECTIVES:

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

POLICIES:

1. Complete the proposed studies, improvements, and maintenance projects included in the approved Airport Layout Plan.
2. The City of Westport shall, review and update when necessary, the established airport overlay zone.
3. The City shall review all proposed developments within the airport overlay zone for compatibility and compliance with height standards.
4. The City shall monitor sea level rise projections and impacts specifically in the airport location and assess possible relocation opportunities if deemed necessary.

5. Identify locations outside city limits that could function as auxiliary emergency airports under different hazard scenarios, and explore the cost and investments necessary to bring them up to at least an emergency level of functionality.

CHAPTER 6

ECONOMIC DEVELOPMENT

Introduction:

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

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

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

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

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

GOALS:

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

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

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

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

OBJECTIVES:

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

POLICIES:

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

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

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

CHAPTER 7

COMMUNITY IDENTITY AND

NATURAL RESOURCES ELEMENT

Introduction:

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

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

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

GOALS:

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

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

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

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

OBJECTIVES:

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

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

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

POLICIES:

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

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

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

CHAPTER 8

AREA-WIDE DEVELOPMENT ELEMENT

Introduction:

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

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

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

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

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

GOALS:

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

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

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

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

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

OBJECTIVES:

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

POLICIES:

1. The City shall plan for and promote a development pattern for the Westport area which will carry out the goals, objectives, and policies of this plan. The pattern shall be implemented through the City's land use regulations, public facilities improvements, and capital improvements.
2. The City shall promote the protection of the character, the environmental amenities, and the natural resources, especially ground water resources of the Westport area.
3. The City shall encourage the annexation of unincorporated areas to the extent capable of providing infrastructure and services including drainage.

4. The City should not expand public services into unincorporated areas unless the full costs of the construction are borne by the property owner served or the expansion is deemed to be in the best interest of the City.
5. In preparation for potential annexation, the planning commission should review the need to develop zoning regulations for those unincorporated areas which may potentially be annexed.
6. The City should research land acquisition opportunities outside city limits, at higher elevations, for tsunami refuge and possible long-term relocation opportunities, beginning with critical facilities.
7. The City should consider both short-term and long-term acquisition of accessibility and development rights to higher elevation land outside the city limits, both for direct safety and for economic development that enhances the City's resilience. This can include but is not limited to:

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

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

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

CHAPTER 9

SHORELINES MASTER PROGRAM

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

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

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

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

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

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

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

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

CHAPTER 10

HEALTH AND WELL-BEING

Introduction

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

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

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

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

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

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

GOALS:

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

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

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

OBJECTIVES:

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

POLICIES:

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

4. All new development should have pedestrian access to encourage walking as a mode of transportation.

CHAPTER 11

IMPLEMENTATION

Introduction:

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

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

1. Public Participation

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

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

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

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

2. Intergovernmental

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

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

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

3. Plan Review

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

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

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

4. Regulatory Coordination

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

a. Zoning Ordinance:

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

b. Subdivision:

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

c. Other Regulations:

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

5. Regulatory Implementation

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

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

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

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

6. Amendments

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

7. Adoption by Reference

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

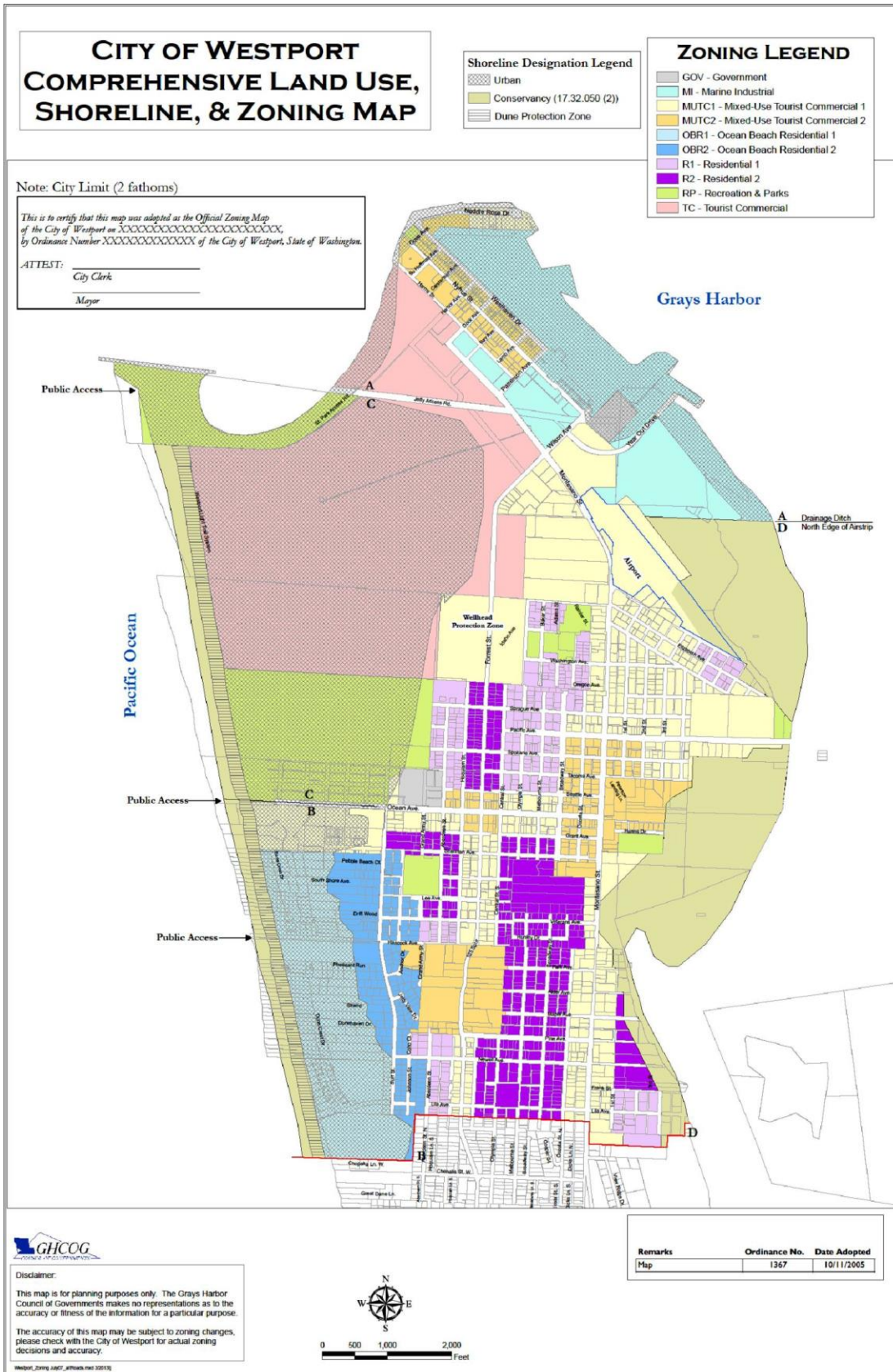
- a. City of Westport Parks and Recreation Plan.
- b. City of Westport Comprehensive Water System Plan.
- c. City of Westport Sewer Comprehensive Plan.
- d. Westport Municipal Airport Layout Plan.
- e. Master Plan for Westport Marina District.
- f. Marina District Parking Study.
- g. Transportation Improvement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

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

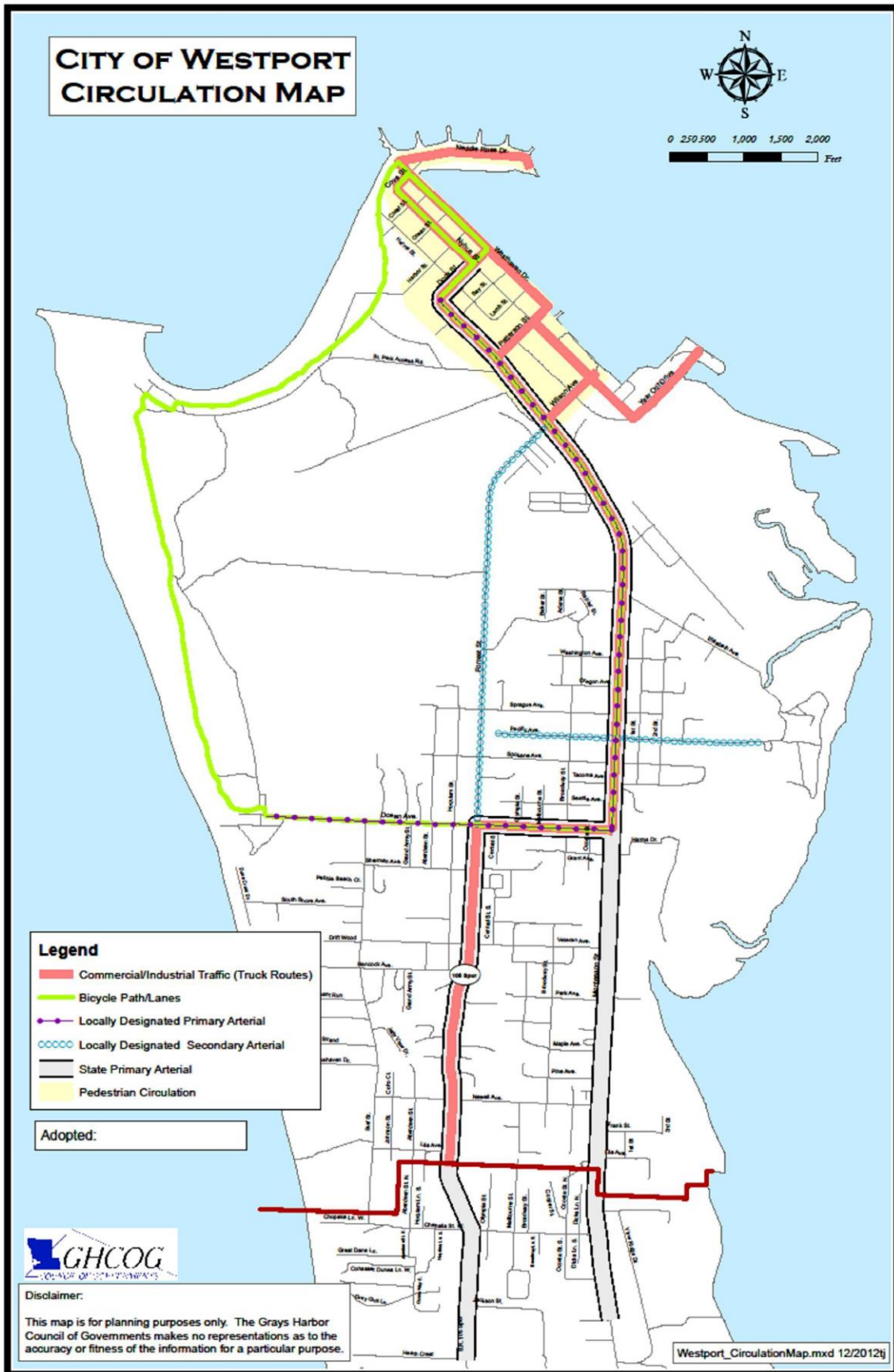
CONCLUSION

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

Appendix A



Appendix B



Appendix C

Shoreline Master Program

SHORELINES GOALS AND POLICIES

TABLE OF CONTENTS

| <u>TITLE</u> | <u>PAGE</u> |
|--|-------------|
| TABLE OF CONTENTS..... | 1 |
| INTRODUCTION TO THE SHORELINES MASTER PROGRAM | 3 |
| Introduction | 3 |
| Applicability | 3 |
| CHAPTER 1. SHORELINES ELEMENTS AND GOALS..... | 3 |
| A. Economic Development | 3 |
| B. Public Access | 3 |
| C. Circulation..... | 3 |
| D. Recreation..... | 4 |
| E. Land Use | 4 |
| F. Conservation | 4 |
| G. Historic, Cultural, Scientific, and Educational Sites and Structures..... | 4 |
| H. Restoration | 5 |
| CHAPTER 2. SHORELINE MANAGEMENT POLICIES..... | 5 |
| A. Master Program Concept | 5 |
| B. Activity and Development Policies | 5 |
| L Agricultural Practices | 5 |
| 2. Aquaculture | 6 |
| 3. Mining | 6 |
| 4. Landfill | 6 |
| 5. Dredging | 7 |
| 6. Clearing and Excavation..... | 7 |
| 7. Waste Disposal | 7 |
| 8. Public Access | 7 |
| 9. Tourist and Commercial Activities..... | 8 |
| 10. Ports and Water-Related Industry..... | 8 |
| 11. Commercial Development..... | 9 |
| 12. Residential Development | 9 |
| 13. Recreation..... | 9 |
| 14. Utilities | 10 |
| 15. Road and Railroad Design and Construction | 10 |
| 16. Marinas..... | 10 |
| 17. Shoreline Works and Structures..... | 10 |
| 18. Archeological Areas and Historic Sites | 11 |
| C. Natural System Policies..... | 11 |

| | | |
|----|--|----|
| 1. | Accreted Oceanfront Lands | 11 |
| 2. | Estuary | 12 |
| 3. | Floodplains | 12 |
| 4. | Marshes | 12 |
| D. | Shoreline Environment Policies..... | 12 |
| 1. | Urban Environment | 12 |
| 2. | Rural Environment..... | 12 |
| 3. | Conservancy Environment..... | 13 |
| 4. | Natural Environment | 13 |
| E. | Administration Policies | 13 |
| 1. | General Administration | 13 |
| 2. | Areas Designated as Shorelines of Statewide Significance | 13 |

INTRODUCTION TO THE SHORELINES MASTER PROGRAM

Introduction

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

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

CHAPTER 1. SHORELINES ELEMENTS AND GOALS

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

A. Economic Development

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

Economic Development Goal:

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

B. Public Access

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

Public Access Goal:

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

C. Circulation

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

Circulation Goal:

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

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

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

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

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

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

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

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

8. Public Access

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

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

9. Tourist and Commercial Activities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10. Natural System Policies

a. 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.

b. Estuary

- 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.
- 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.
- 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.
- 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.

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

d. **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.

11. Shoreline Environment Policies

a. Urban Environment

- 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.
- Areas designated as Urban Environment shall be served with public water and sewage systems.

b. 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.

c. Conservancy Environment

- The purpose of the Conservancy Environment is to protect environmentally sensitive areas.
- 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.

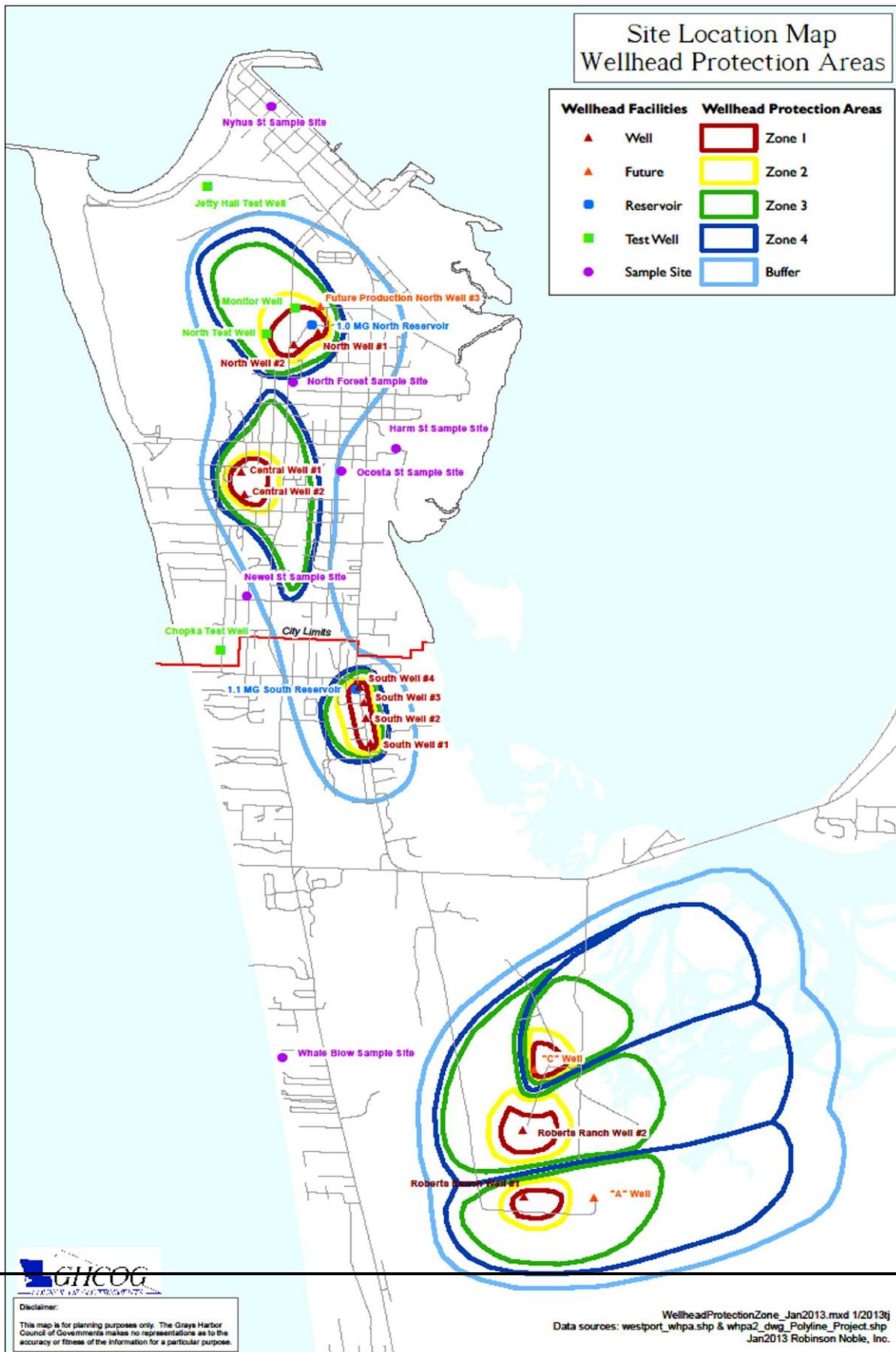
d. Natural Environment

- 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.
- Aquaculture can be compatible with a Natural Environment if the intrusion into the environment is minimal and does not cause significant disruption,
- 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.

12. 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 processin^g 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.

Appendix



**Appendix B URBDP 508 Studio Report: Localizing Hazard Mitigation:
Recommendations for Westport's Comprehensive Plan Update**

Localizing Hazard Mitigation *Recommendations for Westport's Comprehensive Plan Update*

Prepared for the City of Westport, WA, by the University of Washington Urban Design & Planning Studio "Community Engagement for Coastal Resilience," URBDP 508B, Autumn 2018



A Report based on Community Responses to Tsunami and Sea Level Rise Scenarios for purposes of Integrating the Grays Harbor County Multi-Jurisdiction Hazard Mitigation Plan with the City of Westport Comprehensive Plan

November 21, 2019

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Table of Contents

| | |
|---|------------|
| TABLE OF CONTENTS | III |
| LIST OF FIGURES | IV |
| LIST OF TABLES | V |
| PREFACE AND REPORT CONTRIBUTORS | VI |
| 1. INTRODUCTION | 1 |
| 1.1. PROJECT AND REPORT GOALS | 1 |
| 1.2. REPORT OVERVIEW | 2 |
| 1.3. TIMELINE OF 2018 ENGAGEMENT ACTIVITIES..... | 4 |
| 1.4. OVERARCHING CONSIDERATIONS | 4 |
| 2. LAND USE ELEMENT | 8 |
| 2.1. INTRODUCTION..... | 8 |
| 2.2. OPPORTUNITIES FOR INTEGRATION..... | 9 |
| 2.3. COMMUNITY INPUT..... | 11 |
| 2.4. RECOMMENDATIONS..... | 12 |
| 2.5. REFERENCE CASE AND FURTHER RELEVANT INFORMATION | 14 |
| 3. TRANSPORTATION, CIRCULATION, AND TELECOMMUNICATION ELEMENT | 16 |
| 3.1. INTRODUCTION..... | 16 |
| 3.2. OPPORTUNITIES FOR INTEGRATION..... | 17 |
| 3.3. COMMUNITY INPUT..... | 18 |
| 3.4. RECOMMENDATIONS..... | 19 |
| 3.5. REFERENCE CASES AND FURTHER RELEVANT INFORMATION (TELECOMMUNICATIONS)..... | 25 |
| 4. ECONOMIC DEVELOPMENT ELEMENT | 27 |
| 4.1. INTRODUCTION..... | 27 |
| 4.2. OPPORTUNITIES FOR INTEGRATION..... | 27 |
| 4.3. COMMUNITY INPUT..... | 29 |
| 4.4. RECOMMENDATIONS..... | 30 |
| 4.5. REFERENCE CASE AND FURTHER RELEVANT INFORMATION | 33 |
| 5. COMMUNITY IDENTITY AND NATURAL RESOURCES ELEMENT | 35 |
| 5.1. INTRODUCTION..... | 35 |
| 5.2. OPPORTUNITIES FOR INTEGRATION..... | 35 |
| 5.3. COMMUNITY INPUT..... | 38 |
| 5.4. RECOMMENDATIONS..... | 40 |
| 5.5. REFERENCE CASES AND FURTHER IDEAS..... | 42 |
| 6. AREA-WIDE DEVELOPMENT ELEMENT | 49 |
| 6.1. INTRODUCTION..... | 49 |
| 6.2. OPPORTUNITIES FOR INTEGRATION..... | 50 |
| 6.3. COMMUNITY INPUT..... | 51 |
| 6.4. RECOMMENDATIONS..... | 53 |
| 6.5. REFERENCE CASES AND FURTHER RELEVANT INFORMATION..... | 56 |



List of Figures

- [FIGURE 1. RELIEF MAP SHOWING HIGH GROUND AREAS ON THE WESTPORT PENINSULA INCLUDING RIDGELINES AND DUNES](#)16
- [FIGURE 2. KEY EVACUATION ROUTE ALONG MONTESANO ST IN L1 CSZ EARTHQUAKE SUBSIDENCE \(RIGHT\) AND SLR \(LEFT\)](#).....21
- [FIGURE 3. SUGGESTED REENGINEERING AREA \(LEFT\) AND SUGGESTED AUXILIARY AIRPORT IN GRAYLAND \(RIGHT\)](#)22
- [FIGURE 4. WiFi NETWORK TOPOLOGY AND COVERAGE AREA IN WRAY, UK](#).....27
- [FIGURE 5. ECONOMIC DEVELOPMENT STRATEGIES FROM COMMUNITY INPUT](#).....32
- [FIGURE 6. CITY OF CEDAR RAPIDS, IA. SOURCE: CITY OF CEDAR RAPIDS NEIGHBORHOOD PLANNING PROCESS, 2009.](#).....35
- [FIGURE 7. URBAN DESIGN APPROACH, CITY OF GREENSBURG, KANSAS \(L\); DESIRE LINES TO CREATE EVACUATION ROUTE MAPS \(R\)](#)38
- [FIGURE 8. SUMMARY OF WHAT WE HEARD AT THE WORKSHOPS IN WESTPORT](#)40
- [FIGURE 9. CONCEPTUAL IMAGE OF A VERTICAL EVACUATION STRUCTURE AS A RECREATIONAL PHYSICAL ACTIVITY CENTER, BUILDABLE IN PHASES](#)44
- [FIGURE 10. PROPOSED VERTICAL EVACUATION NETWORK FOR WESTPORT, WA.](#).....45
- [FIGURE 11. MULTI-STORY HOUSING ON HIGH GROUND AS VERTICAL EVACUATION.](#).....45
- [FIGURE 12. RIGHT OF WAY INTERVENTIONS](#)46
- [FIGURE 13. CONCEPT OF HAZ-MIT TOTEM POLE \(ART INSTALLATION FROM WAWA INFORMATION CENTER, ONTARIO, CANADA.\)](#).....47
- [FIGURE 14. POTENTIAL LOCATIONS FOR WETLAND RESORT AND POTENTIAL RIDGE TRAIL ROUTES](#)48
- [FIGURE 15. MOE YUN GYI WILDLIFE SANCTUARY & WETLANDS RESORT, MYANMAR, WHEN DRY \(L\) AND WHEN WATER RISES \(R\)](#)48
- [FIGURE 16. A WETLAND RESORT IN MALAYSIA](#)48
- [FIGURE 17. ECOLOGICALLY LOW-IMPACT STORMWATER- AND DRAUGHT-TOLERANT ENVIRONMENTAL EDUCATIONAL RETREAT AT ISLANDWOOD, BAINBRIDGE ISLAND \(BERGER PARTNERSHIP\)](#)48
- [FIGURE 18. A TREE HOUSE IN SKAMANIA COUNTY, WA](#).....49
- [FIGURE 19. MOE YUN GYI WILDLIFE SANCTUARY & WETLANDS RESORT WHEN DRY \(L\) AND WHEN WATER RISES \(R\)](#).....50
- [FIGURE 20. CITY OF WESTPORT INDICATED IN BLACK AND SURROUNDING AREA](#)52
- [FIGURE 21. PROJECTED INUNDATION AT DAILY HIGH TIDE UNDER 1-5 FEET OF SEA LEVEL RISE](#).....67
- [FIGURE 22. SEA LEVEL RISE PROJECTIONS FOR WESTPORT \(CLIMATE IMPACTS GROUP\)](#)67
- [FIGURE 23. NUMBER OF CRITICAL FACILITIES IN GRAYS HARBOR COUNTY JURISDICTIONS \(BRIDGEVIEW CONSULTING, LLC, 2018\)](#)69
- [FIGURE 24. CONCEPT OF A GREEN BUILDING](#)76
- [FIGURE 25. FOOD PANTRIES AND DISTRIBUTION CENTERS IN GRAYS HARBOR COUNTY](#)78

List of Tables

- [TABLE 1. SUMMARY OF ALIGNMENT AND OVERLAP BETWEEN COMPREHENSIVE PLAN GOALS AND GRAYS HARBOR COUNTY HMP \(AND OTHER\) RESILIENCE STRATEGIES/INITIATIVES](#)6
- [TABLE 2. ALIGNING HAZARD MITIGATION INITIATIVES AND THE LAND USE ELEMENT](#)11
- [TABLE 3. COMMUNITY INPUT RELATED TO THE LAND USE ELEMENT](#)13
- [TABLE 4. RECOMMENDATIONS FOR UPDATING THE LAND USE ELEMENT](#).....14
- [TABLE 5. ALIGNING HAZARD MITIGATION INITIATIVES AND THE TRANSPORTATION, CIRCULATION, AND TELECOMMUNICATION ELEMENT](#) 18
- [TABLE 6. COMMUNITY INPUT RELATED TO THE TRANSPORTATION, CIRCULATION, AND TELECOMMUNICATION ELEMENT](#)20
- [TABLE 7. RECOMMENDATIONS FOR UPDATING THE TRANSPORTATION, CIRCULATION, AND TELECOMMUNICATION ELEMENT](#)24
- [TABLE 8. ALIGNING HAZARD MITIGATION INITIATIVES AND THE ECONOMIC DEVELOPMENT ELEMENT](#).....30
- [TABLE 9. COMMUNITY INPUT RELATED TO THE ECONOMIC DEVELOPMENT ELEMENT](#).....31
- [TABLE 10. RECOMMENDATIONS FOR UPDATING THE ECONOMIC DEVELOPMENT ELEMENT](#).....33

| | |
|--|----|
| <u>TABLE 11. ALIGNING HAZARD MITIGATION INITIATIVES WITH COMMUNITY IDENTITY, NATURAL RESOURCES AND URBAN DESIGN GUIDELINES</u> | 38 |
| <u>TABLE 12. COMMUNITY INPUT RELATED TO COMMUNITY IDENTITY AND NATURAL RESOURCES</u> | 41 |
| <u>TABLE 13. RECOMMENDATIONS FOR THE PROPOSED COMMUNITY IDENTITY AND NATURAL RESOURCES ELEMENT</u> | 42 |
| <u>TABLE 14. ALIGNING HAZARD MITIGATION INITIATIVES AND THE AREA-WIDE DEVELOPMENT ELEMENT</u> | 53 |
| <u>TABLE 15. COMMUNITY INPUT RELATED TO THE AREA-WIDE DEVELOPMENT ELEMENT</u> | 55 |
| <u>TABLE 16. RECOMMENDATIONS FOR UPDATING THE AREA-WIDE DEVELOPMENT ELEMENT</u> | 56 |
| <u>TABLE 17. ALIGNING HAZARD MITIGATION INITIATIVES AND THE SHORELINE MASTER PROGRAM</u> | 61 |
| <u>TABLE 18. COMMUNITY INPUT RELATED TO THE SHORELINE MASTER PROGRAM</u> | 62 |
| <u>TABLE 19. RECOMMENDATIONS FOR UPDATING THE SHORELINE MASTER PROGRAM</u> | 63 |
| <u>TABLE 20. ALIGNING HAZARD MITIGATION INITIATIVES AND THE PROPOSED HEALTH AND WELL-BEING ELEMENT</u> | 70 |
| <u>TABLE 21. TYPES OF HEALTHCARE AND SOCIAL SERVICES PROVIDERS IN THE CITY OF WESTPORT IN 2018</u> | 72 |
| <u>TABLE 22. COMMUNITY INPUT RELATED TO HEALTH AND WELL-BEING</u> | 73 |
| <u>TABLE 23. RECOMMENDATIONS FOR THE PROPOSED HEALTH AND WELL-BEING ELEMENT</u> | 75 |

Preface and Report Contributors

As the first community in North America to build a tsunami vertical evacuation structure (at the Ocosta Elementary School), the Ocosta School District and larger Westport-South Beach community has demonstrated extraordinary political will, community spirit, and long-term thinking. In one of the lowest-income areas of the state, taxpayers voted overwhelmingly to approve the bond that funded the extra cost of designing and building this unprecedented structure. Westport's achievement has since inspired federal authorities to enable new funding for additional such structures, and thus has led the way for many other coastal communities to build similar structures. It has also inspired the University of Washington (UW) team that prepared this report to assist the community to broaden its efforts in planning for a safe and resilient future. The team thanks all the members of the public from Westport, South Beach, and Grays Harbor County who participated in the community workshops and otherwise shared their local knowledge with each other and the team. This report is dedicated to them and their community.

The UW Autumn Quarter 2018 Urban Design & Planning 508B studio team consists of the course instructor, Prof. Daniel Abramson; doctoral research assistants Katherine Idziorek and Lan Nguyen, who researched and provided a framework for hazards integration into comprehensive planning; and the students who each researched and drafted an element of the recommendations as follows:

- Helen Stanton (Master of Urban Planning): *Land Use Element*
- Yiran Zhang (PhD in Civil & Environmental Engineering): *Transportation, Circulation and Telecommunications Element*
- Pegah Jalali (PhD in Environmental and Forest Sciences): *Economic Development Element*
- Sreya Sreenivasan (Master of Urban Planning): *Community Identity and Natural Resources Management Element*
- Charlotte Dohrn (Master of Marine & Environmental Affairs): *Area-Wide Development Element*
- Lauren Kerber (Master of Marine & Environmental Affairs): *Shoreline Master Program Element*
- Catharina Depari (PhD in Urban Design & Planning), *Health and Well-being Element*

Dan Abramson (lead), Katherine Idziorek (asset mapping) and Lan Nguyen (community engagement and disaster preparedness) designed the workshop protocol. Community, Environment & Planning (CEP) major Sophia Nelson provided GIS expertise and WeTable support, and also produced the City's first set of GIS data layers and sea level rise hazard maps. CEP alumna Kiana Ballo provided community outreach support. Charlotte Dohrn and Dan Abramson compiled and edited the report for consistency.

The team is grateful for the support, guidance and contributions of many people, and would like particularly to thank the following partners and participants: Mayor Robin Bearden and the City Council of Westport; Kevin Goodrich, Westport Director of Public Works, and other members of the Westport Tsunami Safety Committee, Paula Akerlund, Molly Bold, Harry Carthum, Leslie Eichner, Kurt Hilyard, Tracy Rosenow and John Shaw; Ocosta High School Principal Heather Sweet and science teacher Jon Harwood; South Beach Regional Fire District Chief Dennis Benn; Grays Harbor County Emergency Manager Hannah Cleverly; Shoalwater Bay Tribe Council Chair Charlene Nelson, and Emergency Manager Lee Shipman; WA State Parks Ranger Miles Wenzel; WA State Emergency Management Division Earthquake, Tsunami and Volcano Program Manager Maximilian Dixon and Mitigation Strategist

Derrick Hiebert; and Glenn Coil. UW Institute of Hazard Mitigation Planning and Research Co-Director Bob Freitag coordinated his Floodplains Management course with the studio, and provided expertise based in the experience of Project Safe Haven tsunami vertical evacuation and other community resilience planning in the region. UW Prof. Alison Duvall and other M9³⁰ project faculty supported the participation of doctoral student Lan Nguyen, and contributed time and expertise themselves, including the following: Frank Gonzalez, Randy LeVeque and Loyce Adams ran GeoClaw models of tsunami scenarios, produced maps of tsunami flooding depth and land subsidence, and helped interpret them for community use; Brian Atwater helped interpret coastal geo-history and assisted with community outreach; Ian Miller of WA Sea Grant provided localized probabilistic data on sea level rise and helped with its interpretation; Ann Bostrom and David Schmidt provided insight on the communication of seismic scientific uncertainty and risk, and assisted with WeTable setup. Cynthia Chen and Xuegang Ban provided transportation systems expertise and supported the participation of doctoral students Katherine Idziorek and Yiran Zhang.

The studio was supported through an NSF grant for Interdisciplinary Research in Hazards and Disasters (Hazards SEES) to develop and use Magnitude 9 Earthquake Scenarios - Probabilistic Modeling, Warnings, Response and Resilience in the Pacific Northwest (project “M9”); a Bullitt Foundation grant for Building Community Adaptive Capacity as part of the Foundation’s initiative in Thought Leadership and Innovation in Applied Urban Sustainability Research, Scholarship and Action; a TOMNET US Department of Transportation Tier 1 University Transportation Center grant for “Incorporating attitudes, values and perceptions into activity forecasting models”; and a Center for Safety Equity in Transportation (CSET) grant for coordination and context-sensitive transportation solutions that address the safety needs of rural, isolated, tribal and indigenous (RITI) communities.

³⁰ The M9 Project is a UW-based team of experts whose goal is to reduce catastrophic potential effects of a Cascadia megathrust earthquake on social, built, and natural environments through the advancement of seismic ground motions simulation and co-seismic hazards for early warning, structural design, and community planning.

Localizing Hazard Mitigation

DRAFT Recommendations for Westport's Comprehensive Plan Update

Introduction

This report provides recommendations for updating the City of Westport Comprehensive Plan (Comprehensive Plan) to increase community resiliency by identifying opportunities to integrate hazard mitigation strategies with planning goals. An interdisciplinary group of students and faculty from the University of Washington's Department of Urban Design and Planning (UW team) developed these recommendations as part of a collaborative Coastal Resilience Project conducted with the Westport Tsunami Safety Committee, which comprised of the local Steering Committee for this project, and other community members. The UW team conducted this project as the focus of an Autumn 2018 urban planning studio class. The UW team developed these recommendations by reviewing the Comprehensive Plan and the Grays Harbor County Multi-Jurisdiction Hazard Mitigation Plan (Grays Harbor County HMP), conducting additional research, and orchestrating an extensive, quarter-long community engagement process. The community engagement process included Coastal Resilience Workshops held in Westport in November 2018 that served as an opportunity for collective visioning of community resilience. Appendix A includes detailed documentation of the workshops; however, we integrated input from the workshops, follow-up meetings, and pre-workshop site visits throughout this report.

1.1 Project and Report Goals

This section provides a brief overview of overarching Coastal Resilience Project goals and the goals of this report. Project goals were established in a Memorandum of Understanding signed in September 2018 by Westport Mayor Robin Bearden and Prof. Abramson on behalf of the UW Department of Urban Design and Planning and studio team. The goals include:

- Engage a broad range of local community members as well as municipal and agency stakeholders, including residents, the City of Westport, Shoalwater Bay Tribe, Grays Harbor County, Pacific County, State and local emergency management agencies, Federal representatives, and other stakeholders representing coastal ecology, transportation, public health, education, local businesses and historic resources
- Support ongoing efforts to improve community resilience in the City of Westport and surrounding areas, including collaborative efforts among multiple coastal communities
- Identify opportunities for integrating equitable and just localized hazards planning with general community development planning, urban design and public health via the City's Comprehensive Plan update and other infrastructural improvements, including transportation and telecommunications
- Learn from successes won and challenges faced by the City of Westport and its residents to inform ongoing policy decisions around hazard planning and to share lessons learned with other communities both within our region and beyond

As a primary output of the project, this report is intended to guide the City of Westport when updating and/or implementing the current Comprehensive Plan. The report provides recommendations for localizing hazard mitigation strategies identified in the Grays Harbor County HMP and aligning these strategies with the broader goals and values of the Westport community to increase resilience. It is important to note that the scope of the Comprehensive Plan is broader than hazard mitigation; however, this report focuses on opportunities to incorporate hazard mitigation into the plan and highlights potential co-benefits of these strategies. The recommendations should be viewed as possible answers to the question: How can mitigating coastal hazards in Westport also help the community achieve its everyday goals for development? Westport will need to complement these recommendations with other considerations related to community development and resilience when updating the Comprehensive Plan.

1.2. Report Overview

This section outlines the content of this report, provides an overview of how recommendations were developed, and describes the information included in each report section. The current Comprehensive Plan includes six elements: Land Use, Transportation and Circulation, Economic Development, Community Appearance and Natural Resources, Area-Wide Development, and Shorelines Goals and Policies, as well as additional chapters focused on overarching goals and objectives and implementation. This report includes a section providing recommendations for updating each of the six existing elements, as well as a proposed new element; an overview of each section update is provided below.

- **Land Use Element:** Highlights opportunities to utilize land use-related tools and approaches to increase the resiliency to flooding and other hazards. The section emphasizes approaches including land acquisition and strategic location of critical facilities, hazard-resilient buildings and infrastructure, and water management as key opportunities to integrate hazard mitigation into the Comprehensive Plan.
- **Transportation, Circulation, and Telecommunications Element:** Identifies opportunities to strengthen existing transportation plans and infrastructure to support evacuation and disaster response. In addition, this section recommends including telecommunication as a component of this element of the Comprehensive Plan and proposes innovative technologies for improving internet access and other forms of communication.
- **Economic Development Element:** Describes areas of alignment between hazard mitigation and Westport’s economic development goals, including proposing new opportunities for bolstering the local economy while enabling hazard mitigation. Recommendations include renovating existing structures to provide multi-purpose benefits including vertical evacuation and conference/event space.
- **Community Identity and Natural Resources Management Element:** Recommends dividing the current Community Appearance and Natural Resources Element into two new elements focused on community identity and natural resources management. Recommendations related to these topics describe creative opportunities for introducing new development and infrastructure that improves hazard resilience while maintaining Westport’s character.
- **Area-Wide Development Element:** Highlights the importance of incorporating regional considerations into hazard mitigation planning and opportunities for accessing regional assets to increase hazard resiliency.

- **Shoreline Master Program:** Outlines opportunities to update the Shoreline Master Program to incorporate sea level rise projections while promoting best practices for conservation and use of Westport’s shoreline.
- **Health and Well-Being Element:** Proposes a new element focused on health and well-being of Westport residents, including identifying key health and well-being considerations of hazard mitigation and long-term community resilience.

The recommendations presented in this report draw from four primary sources: the Comprehensive Plan, the Grays Harbor County HMP, community input, and other relevant cases and research. Westport adopted its Comprehensive Plan in 1998 and updated it in 2013; the plan provides a policy guide for the physical, economic, and social development of the city. Grays Harbor County updated its HMP in 2018; the plan describes county-wide hazards and mitigation initiatives and also includes a Westport-specific annex (and annexes for other jurisdictions). The Grays Harbor County HMP identifies earthquake, tsunami, erosion, and flood as the top hazards of concern for Westport (Table 10-7 in the HMP Westport Annex), though Steering Committee members asked the UW team to consider severe weather and climate change as possibly also deserving high priority attention. To mitigate the risks associated with these and other hazards, the Westport annex listed six initiatives, which are referenced throughout this report: Vertical Tsunami Evacuation Structure; Public Outreach Program; Emergency Management Plan; Emergency Communications Plan; Critical Facilities Evaluation; and Transportation and Right of Way Improvements.

To further localize these initiatives, and consider what additional ones may be desirable, the UW team gathered input from the Steering Committee and community members during site visits, in-person and telephone interviews and meetings, and community stakeholder and public workshops. The UW team facilitated two Westport/South Beach Coastal Resilience Workshops on November 16th and 17th, 2018. The workshops used an “appreciative inquiry” and asset mapping approach to encourage participants to first identify community values and assets before discussing the impacts of different hazard scenarios and what mitigating strategies would be appropriate for them. While the studio did not focus on assessing community needs and priorities for development in general, beginning the workshop discussions with an appreciative inquiry provided a “reality check” on the validity and priority of both Comprehensive Plan goals and HMP strategies, and also helped to prompt new and creative ideas for recovery and resilience.

In the workshops, each table of discussants focused on one of three specific hazard scenarios – sea level rise, and two potential near-source Cascadia Subduction Zone (CSZ) earthquake scenarios with tsunami flooding and ground subsidence. The sea level rise scenarios showed participants projections for the years 2060, 2080 and 2100 with probabilities in each year of the sea rising to different elevations. The earthquake scenarios included a moderately severe magnitude 8.9 (M1), CSZ earthquake similar to what last occurred in 1700, and a more severe “maximum considered” magnitude 9.0 (L1), CSZ earthquake that is currently the basis for the State’s tsunami inundation maps, evacuation planning, and critical facilities structural design. Both scenarios showed maximum tsunami wave depth and post-earthquake coastline change due to seismic ground subsidence (see *Appendix A* for more information regarding the workshops). Although the workshops did not equally consider all relevant hazards (e.g. coastal erosion, distant-source tsunamis, and many seismic hazards including shaking, liquefaction and landslides), the outcomes are broadly relevant to hazard mitigation. The UW team also gathered input through feedback on draft recommendations presented to the Westport Steering Committee and other key

stakeholders on December 7th, 2018, and at a community open house on December 8th. A full timeline of community engagement activities prior to and during the studio is included in Section 1.3 below.

In addition, the UW team engaged hazard experts and conducted additional research throughout the quarter to inform the development of recommendations. Each section of this report follows the same general structure, described below.

- **Introduction:** provides an overview of the current Comprehensive Plan Element, including goals and objectives
- **Opportunities for Integration:** highlights opportunities for integrating the existing six hazard mitigation initiatives from the Westport Annex of Grays Harbor County HMP with the Comprehensive Plan Element
- **Community Input:** summarizes community input relevant to the specific Comprehensive Plan Element gathered during workshops and other engagements
- **Recommendations:** presents synthesized recommendations based on integration opportunities and input for updating the Comprehensive Plan Element
- **References Cases and Further Relevant Information:** describes relevant examples and/or case studies and provides references for the sources cited within each section

1.3. Timeline of 2018 Engagement Activities

| | |
|---------------|---|
| July 19 | – Collaboration proposal to Westport City Council |
| August 3 | – Collaboration proposal to Westport Tsunami Safety Committee |
| September 5 | – Mayor Bearden and Prof. Abramson signed Memorandum of Understanding |
| September 26 | – Public forum on Japanese experience of 2011 earthquake and tsunami |
| October 12-13 | – Workshop mid-planning meeting and community site visit, McCausland Hall |
| November 5 | – Scenario review and protocol design meeting, via Zoom |
| November 16 | – Partners Workshop w/ WeTable, McCausland Hall |
| November 17 | – Public Workshop, Ocosta Elementary School |
| December 7 | – Presentation to Steering Committee, McCausland Hall |
| December 8 | – Poster Open House, Tackle Box |

1.4. Overarching Considerations

While each section of this report provides targeted recommendations for updating each element of the Comprehensive Plan, there is significant overlap in the strategies that emerged from the Grays Harbor County HMP initiatives and integrating community input across elements (see *Table 1*). The overlap among sections illustrates the importance of taking a comprehensive, integrative approach to increasing community resilience and mitigating hazards in Westport. The overlap also illustrates the principle that a robust and effective strategy should not only mitigate a hazard (and ideally more than one hazard) but also provide multiple benefits to the community on an everyday basis, regardless when or whether the hazard manifests itself. In this way, robust strategies account for the uncertainties and unpredictability of the timing and severity of future possible hazardous events and ensure the protection of the highest community values (e.g. human life), while allowing the community to realize other values (e.g. economic development) under normal “blue sky” conditions. Finally, the integration of mitigation strategies with

everyday life helps to ensure that such strategies are well-understood and internalized by community members, and thus enhances their effectiveness.

In sum, we asked the following questions, based on the above overarching considerations and principles, and after reviewing the Grays Harbor County HMP, the Comprehensive Plan, and all community input:

- 1) How many different hazard scenarios does each strategy mitigate, given the nature, severity, timing and likelihood of the hazard? (The more hazards it mitigates, the more robust the strategy.)
- 2) Which Comprehensive Plan Element goals can each mitigation strategy help to achieve? (The more, the better.)
- 3) What additions or revisions to the Comprehensive Plan goals does each mitigation strategy suggest? (The more alignment, the more resilient the community's development will be.)
- 4) What additions or revisions to the Comprehensive Plan goals would better reflect community values? (Not the main focus of the studio, but an important reality check to inform the validity of the answers above as well as priorities for implementation.)

For example, one key hazard mitigation consideration for the city may be the acquisition or annexation of land (or at least emergency access to it) at higher elevations within or outside the city limits, such as the dune ridges on the Westport peninsula, uplands in Bay City across the Elk River or east of Grayland. Relocation of important public and emergency facilities, and possibly some housing, to the dune ridges would help protect them from the more likely but less severe hazards such as sea level rise or moderate tsunamis. Building these facilities as vertical evacuation structures would allow them to serve at least as life-saving protection in a severe tsunami. Combining vertical evacuation with frequently used facilities such as the school, City Hall, the fire and police stations, clinics, hotels, etc., would also help community members and visitors become familiar with where to go in such an emergency, and potentially support the Grays Harbor County HMP's Public Outreach Program initiative. Including vertical evacuation in new hotel and event space construction could lever economic development to support mitigation, and vice versa. Designing such a facility to function as a highly visible landmark could both enhance Westport's city image (community identity and appearance) and also raise awareness of where to evacuate.

Acquiring even higher ground outside the current city limits would function as a form of "insurance" against a future with higher water caused by sea level rise, or by the rare but possible inundation and subsidence associated with an earthquake and tsunami. This is a nascent idea that would require considerable research into the feasibility and community desire to pursue it. Several sections below reference this idea, as summarized in *Table 1*, and it is important to note that at this stage, land acquisition is not recommended for relocating Westport now; rather, the city could pursue options including annexation, land swaps, easements, or other mechanisms to gain access to higher ground for a variety of uses, as discussed in more detail in the Area-Wide Development element. As detailed in the recommendations for each Element below, higher ground outside the city limits could be developed to provide economic opportunities in the near-term and used more directly by the city over the long-term, depending on the needs. What might be useful (and even profitable) in normal times as an ecologically low-impact camping area, hunting lodge or resort development, may serve as an emergency refuge and resettlement area after a major earthquake and tsunami. As an example of this approach, the nonprofit Ducks Unlimited recently partnered with the Washington Department of Fish and Wildlife to acquire 1,100 acres of land just south of the Westport city limits for habitat and recreation. Westport is working with the nonprofit and the state to ensure that the city can maintain easements on this property for

critical water infrastructure and aquifer access for residents and businesses now and in the future. This case provides one example of how the city can leverage land access to help ensure a sustainable, resilient future while enhancing daily life in the community according to its values.

Table 1. Summary of Alignment and Overlap between Comprehensive Plan Goals and Grays Harbor County HMP (and other) Resilience Strategies/Initiatives

| Crosscutting Recommendations | Land Use | Transportation, Circulation & Telecommunication | Economic Development |
|---|---|--|--|
| Implement climate-smart and hazard resilient development and zoning using best-available sea level rise/flood data | Climate/hazard resilient building codes and infrastructure investment | | Resilient infrastructure in the Marina; new cultural district |
| Build multi-use vertical evacuation structures that are integrated with community and economic development goals | Additional multi-use vertical evacuation capacity | | New or retrofitted vertical evacuation infrastructure (e.g., Chateau Westport) |
| Develop innovative transportation and accessibility solutions | | New ferry routes and vessel technology | New ferry and high ground trail network |
| Consider securing access to higher ground, including assessing feasibility and identifying possible near-term uses | Purchase, acquisition, or annexation of higher land | | Acquisition of higher ground land |
| Identify and implement creative adaptation solutions and land uses for low lying areas | Funding to change use patterns in flood prone areas | | Relocation of homes and restoration of flood-prone areas |
| Improve evacuation/emergency response planning, training, preparedness, and communication | | Evacuation drills and route planning, emergency radio infrastructure, and emergency planning | |
| Support transportation infrastructure improvements (e.g., critical roads, bridges, airport) and transportation management | | Improvements to key routes | Reconstruction of key roads/bridges |
| Strategically site/relocate critical facilities to low-risk areas within Westport | Research and evaluation of critical facilities siting | | |
| Improve drainage and stormwater infrastructure | Improvements to storm and wastewater drainage | | |
| Improve communications capacity and technology | | Telecommunication improvements (e.g., LTE, low power radio) | Improved internet and cellular connectivity |
| Implement economic, community, and cultural development initiatives | | | Improved web presence and local art shops |
| Promote sustainable land and natural resources management | | | Conservation of open space for public use and ecosystem services |
| Establish community health center | Co-locate with vertical evacuation structure | Co-locate with broadband internet access | |

| Community Identity and Natural Resources | Area-Wide Development | Shoreline Master Program | Health and Well-Being |
|--|---|---|---|
| Flood-smart building design | Zoning and policies that promote resilient development; evaluate critical facilities exposure | Inclusion of sea level rise projections and focus on adaptation opportunities | Land use planning updates and protection of important habitat (e.g., oyster beds) |



| | | | |
|--|--|---|---|
| Retrofitting existing and/or building new vertical evacuation structures | Network of vertical evacuation structures | | Community health center with vertical evacuation capacity |
| New ridge trail | New ferry, ridge trail system, logging/forest road access | Earthquake resistant beach access and trail connections | Opportunities for physically active living |
| Development of resorts on hilly land outside the city | Assessment of feasibility and possible uses for higher ground outside city | | |
| Wetland resort development and open space | Identification of new economic development opportunities | Preservation of coastal vegetation | |
| Emergency evacuation route signage | Regional collaboration with county and private sector on evacuation planning | | Coordinating volunteer organizations to support emergency aid |
| | Transportation infrastructure improvements | Incorporation of sea level rise into infrastructure planning | |
| Relocation of critical facilities | Feasibility of relocating critical facilities | | |
| Blue-green stormwater infrastructure | | Vulnerability assessment of wastewater treatment and mitigation needs | |
| | Improved cellular and internet connectivity | | Regional telehealth programs |
| Potential aerial tourism opportunities | | | Walking-friendly environment; affordable housing |
| Coastal resources mapping | Protection of open spaces and ecosystem services | | |
| | | | New telehealth system and improved health outreach |
| | | | Health service providers and knowledge of community needs |
| Gardens and markets for neighborhood identity | | | Increase healthy food options and local self-sufficiency |

Land Use Element

2.1. Introduction

The Land Use Element is perhaps the most important element of the Comprehensive Plan as it guides the desired distribution of land use, population growth, and urban/economic development. The Land Use Element addresses land use issues that apply to the area within the Westport city limits. The Land Use Element is found in chapter four of the plan and is described as representing the foundation to the entire plan. Land use goals, objectives, and policies identified in this element consider long-term implications of land use decisions and work towards a pattern of development that can be sustained for future generations. This chapter identifies opportunities to shape the physical development of Westport while considering the community’s history, existing land use patterns, characteristics of the existing built environment and aesthetics, and long-term safety and hazard mitigation strategies of the community.

The Land Use Element is currently presented in two parts in Westport’s Comprehensive Plan. Sections A through H contain general goals, objectives, and policies divided into broad land use categories; overall goals and objectives, residential, commercial, industrial, public and semipublic, land use policies, and groundwater, storm water runoff/drainage. Section I discusses the land use map and zoning classifications. There is also reference to the land use map in Appendix A of the Comprehensive Plan. The overarching goals of the section listed in Section A are:

1. To promote the establishment of appropriate population densities and concentration that will contribute to the wellbeing of persons, the city, and the preservation of the environment.
2. 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.

An additional 13 more goals are detailed in subsequent sections relating specifically to the relevant subsections.

Sections A through F are comprised of goals and objectives relevant to each subsection, section G states ten land use policies, and section H includes goals, objectives and strategies related to groundwater, storm water runoff/drainage. Hazard mitigation strategies, in particular with reference to emergency preparedness for a tsunami, are already discussed in sub-section E, in public and semipublic land use, with goals related to development of additional mixed-use vertical evacuation structures. This aligns with Initiative #1 of the Westport Annex of the Grays Harbor County HMP: Vertical Tsunami Evacuation Structure. There is also mention of improvements to storm water drainage systems in the groundwater, storm water run-off subsection that is intrinsically linked to hazard mitigation and aligns with Initiative #5 of the Westport Annex of the Grays Harbor County HMP: Critical Facilities Evaluation. Further opportunities for integration of hazard mitigation strategies with the Land Use Element are discussed below.

2.2. Opportunities for Integration

The Westport Annex of the Grays Harbor County HMP identifies ten possible hazard types for the city of Westport. The top five are earthquake, tsunami, erosion, flood and severe weather, all with high or medium vulnerability rankings. It should be noted that climate change is also listed in sixth position, but is given a low vulnerability ranking. Of the identified hazard types in the Comprehensive Plan, only tsunami and flooding are acknowledged in the Land Use Element. There is an opportunity to expand on these hazard types and incorporate the other hazard types identified in the Grays Harbor County HMP.

Tsunami hazard mitigation is incorporated into the Land Use Element through goals of development of elevated evacuation structures with mixed-used capacity. This could be further integrated with location-specific goals for these structures. The Grays Harbor County HMP defines the Marina District as the location for the planning and construction of a vertical evacuation structure. The Comprehensive Plan could include this as well as strategies to revisit the location decision-making process for additional future structures. Based on walking speed radius coverage for the entire Westport-Grayland South Beach area, Project Safe Haven in 2011 identified nine sites for vertical tsunami evacuation structures, including those at Ocosta School and the Marina. A more detailed feasibility study would likely refine the locations for such structures, based on additional factors including: locally specific walking conditions; neighborhood characteristics and identity (e.g. which groupings of residents would be most able to help each other reach safe evacuation sites); more detailed models of wave behavior and impacts (e.g. current speeds, locally specific flooding depths, scouring of ground surface, effects of vegetation and buildings, and impacts of debris, hazardous materials and fire, etc.); geotechnical requirements for seismic structural design; property ownership and access; and opportunities for investment that could include vertical evacuation, such as a new combined police-fire-city services building, a berm for a playfield, a hotel and event space, etc. Project Safe Haven provides a model for the kind of public activity (e.g. design charrette) that could test the feasibility of these ideas, but at a more site-specific scale.

Flooding hazard mitigation is also incorporated into the Land Use Element in the storm water runoff section with the goal of an efficient and effective storm water drainage system. This aligns with the mitigation strategy in the Grays Harbor County HMP of “Conduct analysis of existing storm water drainage system and implement recommended improvements”. This could be further elaborated upon to include planning for impacts of flooding due to SLR and coinciding storm water surges. This would also incorporate the hazard of climate change, which although identified as a low vulnerability ranking, is closely related to flooding, as well as other high-vulnerability hazards for Westport such as erosion and severe weather, through increased storms, rainfall and tidal surges. Mitigation for these types of events would involve many similar practices for flood mitigation. (There are other possible threats to Westport’s future sustainability related to climate change that do not manifest themselves as flooding, erosion or severe weather, such as ocean warming and acidification, which still affect economically important sea life, but this report does not address those.)

Earthquake hazard mitigation strategies are in some circumstances tied to tsunamis, but whether they generate tsunamis or not, earthquakes involve other hazards of shaking damage to buildings, roads, bridges and other infrastructure; landslides; and liquefaction. This type of hazard is less incorporated into land use planning in Westport. The Grays Harbor County HMP’s liquefaction susceptibility map for

Westport (Figure 10-3 in the Annex of the HMP) is based on a simplified classification of soil type. More detailed studies of differential seismic behavior of filled areas, wetlands, dune ridges (Figure 2), and areas of varying histories of sediment deposit are required in order to determine locally appropriate earthquake mitigation actions, including structural requirements for critical facilities, evacuation routes and refuge sites, restrictions on development and refinements to building codes. Overlaying more nuanced maps of seismic landslide and liquefaction hazards with maps of flood- and erosion-prone areas would further help identify priority sites for restricting development and even buying out at-risk properties.

Erosion can be tied to climate change impacts because SLR can cause soil erosion and coastline change. However, erosion due to non-climate-change-related forces, such as ocean and river currents, have always posed a threat to settlement in Westport. This is not currently addressed in the Comprehensive Plan. There is the opportunity to integrate this into the Land Use Element when addressing issues of land vulnerable to SLR and coastal erosion. Strategies such as buy out of at-risk properties in low-lying areas help address the hazard of erosion.

As well as incorporating new strategies and goals into the land use section of the Comprehensive Plan to address the hazards identified in the Grays Harbor County HMP, it is important to discuss how the initiatives from the Grays Harbor County HMP can be integrated into the Comprehensive Plan. Table 2 below summarizes how the existing hazard mitigation initiatives identified in the Grays Harbor County HMP may align with goals in the Land Use Element, as well as what conflicts or obstacles they face with respect to land use goals.

Table 2. Aligning hazard mitigation initiatives and the Land Use Element

| Hazard Mitigation Initiative | Opportunities for Alignment with Land Use | Conflicts with or Obstacles to Alignment with Land Use | Hazards Mitigated |
|--|--|--|---|
| Vertical Tsunami Evacuation Structure | <ul style="list-style-type: none"> Existing overlap with goal under public/semipublic subsection: <i>“Pursue improvements in emergency preparedness, such as the development of elevated evacuation structures which provide mixed recreational or commercial uses during regular day to day activities, to better meet the health and safety needs of the city if an emergency should occur.”</i> Specify locations for future vertical evacuation structures | <ul style="list-style-type: none"> Appropriate locations and uses of structures may be in conflict with existing/proposed uses and/or ownership May require public acquisition of private land, demolition of existing structures, provision of public access or infrastructure service, and other interventions | <ul style="list-style-type: none"> Tsunami Flooding Severe Weather |
| Public Outreach Program | <ul style="list-style-type: none"> Create publicly available maps to be included in the comprehensive plan showing locations of high ground and vertical evacuation structures Create public outreach programs to assist with accessing where people spend time in Westport and where vertical evacuation structures should be constructed | <ul style="list-style-type: none"> May be difficult to determine which community assets require most attention to improving resilience Timely and costly to plan multiple evacuation towers that are | <ul style="list-style-type: none"> Earthquakes Tsunami Flooding Coastal Erosion Severe Weather |

| Hazard Mitigation Initiative | Opportunities for Alignment with Land Use | Conflicts with or Obstacles to Alignment with Land Use | Hazards Mitigated |
|---|---|--|---|
| | <ul style="list-style-type: none"> Public workshops to identify community assets that can be enhanced and made more resilient | <ul style="list-style-type: none"> accessible to all in Westport | |
| Emergency Management Plans | <ul style="list-style-type: none"> Include a map of community assets that will be utilized during an emergency Relocation of critical facilities to higher ground within the city limits and consider options outside city limits Consider improved access to uphill areas outside city limits | <ul style="list-style-type: none"> Difficult to include all possible assets on one map, some assets not able to be mapped Many assets may be outside Westport city limits (land use only covers within city limits) Limited higher ground within city limits Relocation can incur high costs | <ul style="list-style-type: none"> Earthquakes Tsunami Flooding Coastal Erosion Severe Weather |
| Emergency Communications Plan | <ul style="list-style-type: none"> Include map identifying evacuation routes, shelter locations and emergency facilities | <ul style="list-style-type: none"> Will need to be maintained and frequently updated | <ul style="list-style-type: none"> All Hazards |
| Critical Facilities Evaluation | <ul style="list-style-type: none"> Existing overlap with goal under public/semipublic subsection: <i>“To ensure that public facilities and services are high quality, fully maintained and cost effective”</i> Overlap with groundwater, stormwater runoff/drainage goal: <i>“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”</i> Identify and map hazard prone areas and critical facilities located within these areas | NA | <ul style="list-style-type: none"> All Hazards |
| Transportation and Right of Way Improvements | <ul style="list-style-type: none"> Coordinate with updated tsunami evacuation map Encourage development in areas more accessible to tsunami evacuation routes See Transportation, Circulation and Telecommunications Element for routes that require seismic reinforcing | <ul style="list-style-type: none"> Difficult to determine areas for development with no/low hazard risk of any sort | <ul style="list-style-type: none"> Earthquakes Tsunami Flooding |

2.3. Community Input

Existing land use patterns in Westport greatly affect how space is used, where people gather, and places of significant importance to the community. Existing land use maps for Westport show clear divides between the marina industrial district, mixed used tourism commercial zones, residential zones, and parks, recreational spaces and natural landscapes. There are also many places and zones outside the City of Westport’s borders that although outside of the city limits are within the community space that is in the wider Westport/South Beach area. The city limits are not immediately obvious when entering

Westport, the school and many residential housing units lie outside the city limits without a clear distinction. Therefore, when community members talk about Westport, they do not refer to an area defined by the city limits even though the Comprehensive Plan applies only to space within the city borders.

From the community workshops it became clear strong values associated with land use included access to nature and state parks; forward thinking of city officials to create safe spaces from natural hazards such as the vertical evacuation structure; opportunities for employment, entrepreneurship and access to seafood in the Marina District; and the quiet, safe and laid-back life style of the community. Table 3 summarizes these themes.

Table 3. Community input related to the Land Use Element

| Strategy Theme | Strategy Examples |
|---------------------------|---|
| Community Safety | <ul style="list-style-type: none"> • Ensure vertical evacuation structures are accessible to all members of the community • Start planning for SLR of one foot now and look at relocating at-risk properties • Expansion of city limits to include uphill areas for evacuation • Ensure wetlands, parks, and outdoor green spaces are protected from development |
| Community Identity | <ul style="list-style-type: none"> • Relocation of critical facilities within Westport on higher ground along the dunes • Limit high rise buildings and consider medium rise for vertical evacuation structures • Maintain rural seaside community character with development • Elevate roads with marina access to ensure key asset of the community is protected as best possible |
| Asset Enhancement | <ul style="list-style-type: none"> • Protect the Marina District by improving infrastructure such as floating docs and building elevations • Purchasing of land vulnerable to sea level rise and convert into wetlands/public space • Encourage development that can include infrastructure such as hotels with conference centers that can also be used as vertical evacuation structures |

2.4. Recommendations

Based on discussions within the class studio; analysis of the Westport Annex of the Grays Harbor County HMP; the community workshops on November 16 and 17, 2018; presentations to City of Westport staff on December 7; and a public open house on December 8; the following recommendations for updates to the land use section are summarized in *Table 4*. These recommendations are specific to the Land Use Element. Although they may overlap with other recommendations provided later in this report (such as the Area-Wide Development Element), the Land Use Element helps guide the rest of the chapters in the Comprehensive Plan.

Table 4. Recommendations for updating the Land Use Element

| Source | Recommendation | Hazard Mitigation Benefits | Co-Benefits |
|--|---|--|---|
| Community Workshops | Purchase/acquire land outside the Westport city limits that is on higher ground and less likely to be flooded by a tsunami. | <ul style="list-style-type: none"> • Provides access to safe areas during a tsunami • Allows for emergency supplies to be stored at a higher ground • Lays foundation for retreat to higher ground | <ul style="list-style-type: none"> • Land can have multiple uses (e.g. hiking trails, campground, hunting) • New tourism opportunities with land development (e.g. hotel, viewpoint, Seabrook-like housing) |
| Community Workshops | Research and evaluate relocation opportunities of Westport’s critical facilities to higher ground within the city limits along dune ridges. | <ul style="list-style-type: none"> • Allows critical facilities to stay within city limits • Keeps critical facilities safe during tsunami or flooding events | <ul style="list-style-type: none"> • Concentration of public facilities for easier access • Modernization and integration of public facilities for possible smoother operations and communications between services • Opportunities for new facilities such as health care providers |
| Community Workshops/Studio Discussions | Research federal and state funding opportunities for purchase or land exchange of at-risk properties in lowland coastal areas at risk of sea level rise and convert space to wetlands/public open space or to flood-resilient non-essential facilities. | <ul style="list-style-type: none"> • Relocates at-risk home and business owners to safer land • Retreats from SLR; adapts to changing coastline | <ul style="list-style-type: none"> • Allows for creation of more pervious surfaces from acquired land; improves stormwater drainage • Additional public/open space • Natural habitat restoration • Potential revenue generation |
| Grays Harbor County HMP/ Westport Comprehensive Plan | Continue to develop additional multi use vertical evacuation structures in other parts of the city and encourage future medium/high-rise development to include vertical evacuation opportunities in infrastructure. | <ul style="list-style-type: none"> • Provides safety during tsunamis and flooding events • Provides access to more community members, tourists and temporary workers | <ul style="list-style-type: none"> • Benefits of multiuse structures such as new parking lot or hotel • New facility for the community • Opportunity for investment with private/public partnerships |
| Studio Discussions | Adoption of climate/hazard resilient building codes and development restrictions in hazard prone areas. | <ul style="list-style-type: none"> • Restricts development in low lying areas prone to SLR • Restricts restorations that are below climate resistant building codes • Encourages development that has mixed use capacity of a vertical evacuation structure | <ul style="list-style-type: none"> • Stronger, safer infrastructure for the community • Additional vertical evacuation structures |
| Source | Recommendation | Hazard Mitigation Benefits | Co-Benefits |

| | | | |
|---|--|--|--|
| Studio Discussions/ Community Workshops | Reinvest in resilient infrastructure in the Marina District such as floating docks and elevated/amphibious infrastructure. | <ul style="list-style-type: none"> • Strengthens marina infrastructure making it more resilient to SLR, extreme weather events, earthquake shaking, and minor (distant-source) tsunamis • Protects the key economic seafood industry of Westport | <ul style="list-style-type: none"> • Creates a safer environment in the Marina District • Job creation for renovations • Improves climate change vulnerability of Marina District |
| County HHMP/ Westport Comprehensive Plan | Improvements to drainage systems for storm and wastewater with attention to increasing water levels as a result of SLR. | <ul style="list-style-type: none"> • More pervious surfaces land coverage to improve drainage • Counters some of natural land loss from coastal erosion and sea level rise • Better equipped system to handle increases in extreme weather events and subsequent flooding | <ul style="list-style-type: none"> • Protects infrastructure from flooding • Creates more wetlands and open space for the public. • Improves excess water and pooled water on path and roadways |
| Community Workshops | Consider expanding Westport’s city limits to annex land further south of city including Ocosta High School and other areas along the higher dune ridges. | <ul style="list-style-type: none"> • Allows for more high ground to be utilized in hazard mitigation planning • Provides more opportunities for relocation | <ul style="list-style-type: none"> • A larger tax gathering revenue for the city • A more inclusive comprehensive plan for the wider Westport community |

2.5. Reference Case and Further Relevant Information

An example of excellent integration of a county hazard mitigation plan and a city comprehensive plan can be seen in the case study of Snoqualmie, Washington. Snoqualmie 2032 is the official comprehensive plan adopted by the Snoqualmie City Council with most recent updates being in 2014. The plan contains detailed overlap with the King County Hazard Mitigation Plan in particular with sections of flooding hazard management.

Several of the hazard mitigation plan’s forty-five strategies coincide with strategies in the Snoqualmie 2032 plan. Flooding is the biggest hazard of concern for the area and overlapping strategies between the plans in this area include: at risk property acquisition, participation in a community rating system, exceeding National Flood Insurance Program standards, floodplain map updates, and funding mechanisms for elevating houses. In addition, upland timber industry property has been developed for new housing and neighborhood services, providing the town with an increased tax base and a new outlet for growth and possible retreat/relocation options. (Further study on the impacts of this development on community identity may also provide information useful for Westport’s reference.) Many of these strategies emerged in the comprehensive plan under a separate subsection under the land use element specifically for flood hazard mitigation. The City of Westport has an opportunity to learn from integration such as seen in Snoqualmie to update sections of the Comprehensive Plan and help envision a stronger and more resilient city in the future.

2.5.1. Westport Topography



Figure 1. Relief map showing high ground areas on the Westport peninsula including ridgelines and dunes

2.5.2. Section References

Snoqualmie City Council. (2014). Snoqualmie 2032: City of Snoqualmie Comprehensive Plan. Retrieved from: <http://www.ci.snoqualmie.wa.us/161/Comp-Plan>

Tetra Tech, Prepared for: King County Office of Emergency Management. (2014). King County Regional Hazard Mitigation Plan Update. Retrieved from: <https://www.kingcounty.gov/depts/emergency-management/emergency-management-professionals/regional-hazard-mitigation-plan.aspx>

Transportation, Circulation, and Telecommunication Element

3.1. Introduction

Transportation and circulation is a vital and major determinant of land use development within an area and should be addressed when updating the Comprehensive Plan. The smooth operation of the transportation system provides an opportunity to improve the effectiveness of emergency response and hazard mitigation. This section covers two major parts of the Comprehensive Plan: Transportation and Circulation (including both general traffic and airport circulation) and proposes a new sub-element: Telecommunications. Telecommunication is highly linked with transportation, as both are essentially forms of connectivity within the community and between it and other places. This new sub-element guides future development of wireless communication, and helps maintain connectivity during a disaster. New technologies of transportation and telecommunication increasingly affect each other's demand for services and both function for many similar goals.

The design, plan and construction of transportation and telecommunication requires coordinating with land use planning, economic development, and urban design. This section also provides suggestions for relocation and/or reinforcement of current transportation facilities. One obvious benefit of this is to ensure safety and efficiency in the event of an evacuation (e.g., tsunami, earthquake). However, the cost of reconstruction might be a barrier to achieving some suggested goals.

The current goals of Transportation and Circulation Element are:

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

1. Provision of safe, adequate, and improved access;
2. Improvement of traffic flow;
3. Needs of those using differing modes of transportation are served;
4. Compatibility of transportation types is enhanced;
5. Provision of efficient access for Police, Fire and EMS response;
6. Transportation and circulation is coordinated with the goals and objectives of the other elements of this plan, especially land use; and
7. To develop a transportation and circulation system which serves all types of users in the most economical, efficient, and compatible manner possible, and which minimizes the costs of transportation facilities to the taxpayer.

Current goals of airport circulation:

1. An all-weather airport facility with adequate length to accommodate the needs of area businesses and aviation-based tourism traffic that is located in an area compatible with an airport and its associated activities;
2. Ensure that individuals who live, work, or own property near the airport enjoy a reasonable amount of freedom from noise and other undesirable impacts;

Proposed goals of telecommunication:

1. Develop city-wide communication tools to improve efficiency of local public services and private sector activity
2. Increase regional data connectivity to reduce dependence on out-of-town trips for some services;
3. Increase diversity and redundancy in wireless communication options, both to enhance daily life and to ensure functional telecommunication during emergencies when normal connections are compromised.

3.2. Opportunities for Integration

Table 5 below displays the six hazard mitigation initiatives from the Grays Harbor County HMP and describes opportunities and obstacles for aligning hazard mitigation strategies with the transportation, circulation, and telecommunication goals.

Opportunities and obstacles described below focus on aspects of hazard mitigation that are relevant to transportation, circulation, and telecommunication, including the goals which exist in the current Comprehensive Plan (e.g., evacuation route, pedestrian safety, conflict between pedestrian and vehicle, the transportation design associated with EMS, etc.). The Grays Harbor County HMP has addressed the importance of reliable evacuation during a disaster. Hence, we recommend addressing emergency response planning during evacuation in the Comprehensive Plan.

In addition, Westport should also consider the reliability of the current transportation infrastructure. For instance, the Elk River SR 105 bridge would be damaged based on current tsunami models; hence, reinforcing the existing infrastructure in the transportation system is necessary.

Table 5. Aligning Hazard Mitigation Initiatives and the Transportation, Circulation, and Telecommunication Element

| Hazard Mitigation Initiative | Opportunities for Alignment with Transportation, Circulation, and Telecommunication Goals | Conflicts with or Obstacles to Alignment with Transportation, Circulation, and Telecommunication Goals |
|--|---|---|
| Vertical Tsunami Evacuation Structure | <ul style="list-style-type: none"> • Identify evacuation routes both internal and external for vehicles and pedestrians. • Install resilient telecommunications hubs at vertical evacuation sites | <ul style="list-style-type: none"> • The evacuation route to vertical evacuation may not be reliable due to ground shaking, liquefaction, flood and wave force during tsunami. |
| Public Outreach Program | <ul style="list-style-type: none"> • Educate the public regarding evacuation (evacuation route, method), including vulnerable populations (the elder, ADA, , non-English speakers) (revised) • Improve tsunami evacuation street and trail signage • Use official website/Facebook/Twitter in Westport to spread information about evacuation, tsunami/storm warning (revised) | <ul style="list-style-type: none"> • The outreach program may fail to reach all of Westport and the wider community. |
| Emergency Management Plans | <ul style="list-style-type: none"> • Transportation facilities should apply appropriate design principles to protect adjacent residential areas. Design of transportation facilities should include input from representatives of the Public | <ul style="list-style-type: none"> • High cost for reinforcement/re-engineering. |



| Hazard Mitigation Initiative | Opportunities for Alignment with Transportation, Circulation, and Telecommunication Goals | Conflicts with or Obstacles to Alignment with Transportation, Circulation, and Telecommunication Goals |
|---|---|--|
| | Safety and Emergency Management staff to improve access for these services. <ul style="list-style-type: none"> • Design new evacuation route for new vertical evacuation building. • Consider Police, Fire, Coast Guard and EMS roles in transportation management after disaster • Plan transportation improvements for emergency events, e.g. upgrading of Elk River Bridge | |
| Emergency Communications Plan | <ul style="list-style-type: none"> • Consider applying telecommunication technology for emergency communication inside/outside of City of Westport during disaster. | <ul style="list-style-type: none"> • The quality and service of wired and cellular connections may be limited under emergency situations such as disaster (tsunami, earthquake). |
| Critical Facilities Evaluation | <ul style="list-style-type: none"> • Ensure the location of new transportation infrastructure not within the hazardous area (e.g., erosion, inundation). | <ul style="list-style-type: none"> • The cost of new transportation infrastructure will increase. |
| Transportation and Right of Way Improvements | <ul style="list-style-type: none"> • 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 nodes and centers of activity. • Pedestrian and vehicular flow should, be improved in the business district, with particular attention to minimizing vehicular and pedestrian conflict. | <ul style="list-style-type: none"> • Expanding development and public facilities/infrastructure into new areas would require additional coordination with Grays Harbor County, WSDOT (e.g., signal control, crosswalk). |

3.3. Community Input

Citizens of Westport are resilient, hard-working, self-sufficient, and many have outdoor survival experience. They have practical skills to repair boats, cars, houses, and other equipment. During a disaster, residents will likely be able to fix equipment (e.g., ham radio, boats). Many residents know how to hunt, fish, and live outdoors. In addition, the social bonds are tight, people are willing to help each other, and they have a strong sense of belonging, which is an asset in a disaster response and evacuation situation. Westport is abundant in seafood, berries, mushrooms, and other natural food resources for the community. These resources will help provide supplies for residents during disaster, which also requires a sound logistics transportation system. All these elements make it possible for the community to survive during disasters in Westport. The following quote from a Westport resident highlights these values:

“We value our small community, the feeling of closeness that you can only have in a small town. We value our fishing industry and the jobs that it provides, diverse cultures and people coming together, the cranberry industry, our schools, and our community gardens.”

We obtained many helpful suggestions from Westport residents regarding transportation, circulation, and telecommunication during the community engagement activity. Participants in Westport suggested ideas, including: strengthening the bridge over the Elk River; using a ferry to travel to Ocean

Shores/Hoquiam/Aberdeen; elevating the current land area; building higher buildings; and relocating the current airport because it is at risk of flood impacts under many hazard scenarios.

Community members also suggested using a hovercraft for ferry transport since it can prevent issues with stranding in shallow areas that ferries may experience. The route of the ferry to Ocean Shores is suggested to be modified from the north of Ocean Shores to Downtown Ocean Shores due to the low elevation of northern Ocean Shores and the high possibility it may be inundated during the tsunami. In addition, community members provided suggestions regarding telecommunication including apply broadband internet in the rural areas, use 600 MHz to bring extended range LTE³¹; improve the LTE coverage and capacity in Westport; use HughesNet.com as Satellite internet for communication during disaster. Table 6 below summarizes the community input we gathered.

Table 6. Community input related to the Transportation, Circulation, and Telecommunication Element

| Strategy Theme | Strategy example |
|---|---|
| Strengthen weak points in existing regional transportation connections | <ul style="list-style-type: none"> Relocate the Westport airport to higher ground Supplement airport with emergency use of other potential airfields, as in Grayland Rebuild the SR 105 bridge over Elk River to withstand earthquake and tsunami impacts |
| Diversify regional transportation connections | <ul style="list-style-type: none"> Use ‘hovercraft’ (capacity with 40-46 persons) to deal with the shallow draft needs Widen SR 105 bridge over Elk River to increase foot and bicycle capacity Develop upland bike and foot trail to Grays Harbor College and Aberdeen |
| Supplement and integrate transportation systems with telecommunication | <ul style="list-style-type: none"> Expand broadband internet in rural area Establish 600 MHz LTE to increase LTE coverage and capacity, lay the foundation for 5G to increase the network quality Use HughesNet.com satellite (Gen 5 satellite system) for internet communication when regular broadband or cellular systems are disrupted Support and train ham radio operators for emergency communications |

3.4. Recommendations

3.4.1. Transportation and Circulation

One of the key tsunami evacuation routes is along Montesano Street (the red solid line shown in Figure 2) from the Marina District to the north residential area in Westport. However, the route may be vulnerable to liquefaction and/or ground subsidence from a CSZ earthquake. Furthermore, the route as it passes the airport is vulnerable to the more extreme CSZ earthquake subsidence and SLR scenarios due to its low elevation.

³¹ Long-Term Evolution; a 4G mobile communications standard.

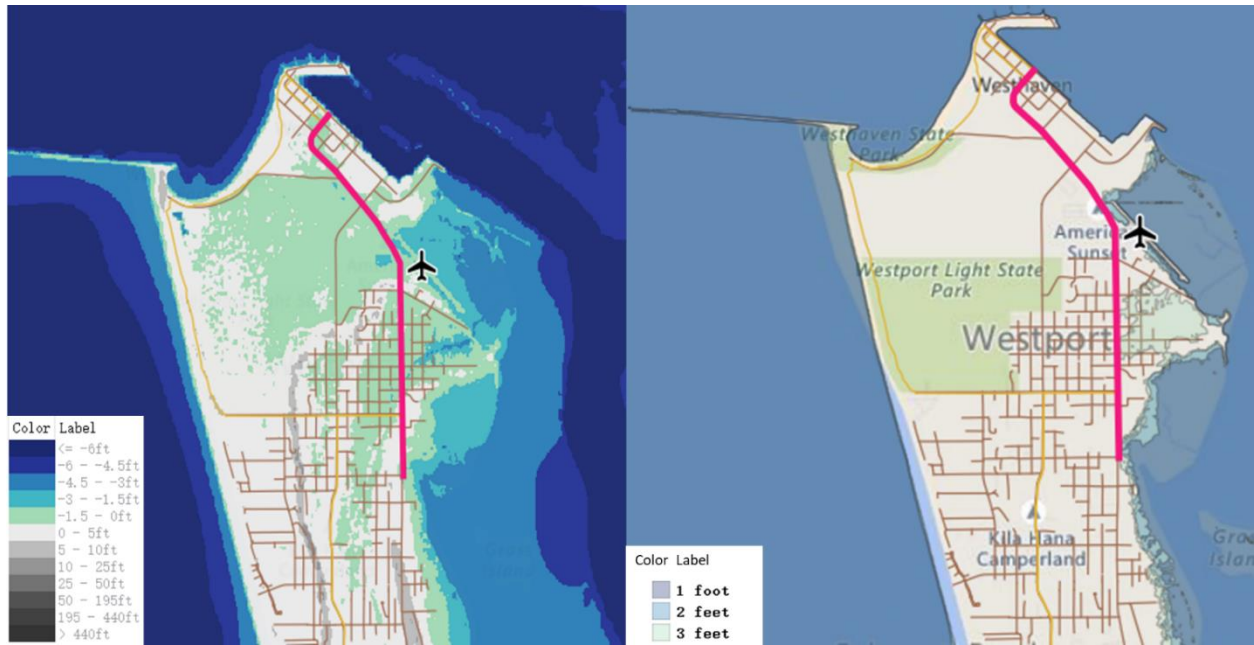


Figure 2. Key evacuation route along Montesano St in L1 CSZ earthquake subsidence (right) and SLR (left)

We recommend testing the soil composition and liquefaction hazard under this section of Montesano St., for possible need to reinforce, rebuild and/or elevate the road with deep-pile structural support to ensure its function under impacts of strong ground motion, tsunami wave force and scouring/erosion, liquefaction, and flooding due to storms, sea level rise, and co-seismic subsidence. Additionally, we recommend arranging supplemental support for emergency situations from the nearest neighboring airfield site on high ground (above 200 feet elevation) in Grayland, shown in Figure 3.

The ferry route could be redesigned to support rescue efforts after an earthquake and tsunami. However, some concerns remain including impact to shellfish beds and other natural resources along the ferry route, as well as stranding in shallow areas.

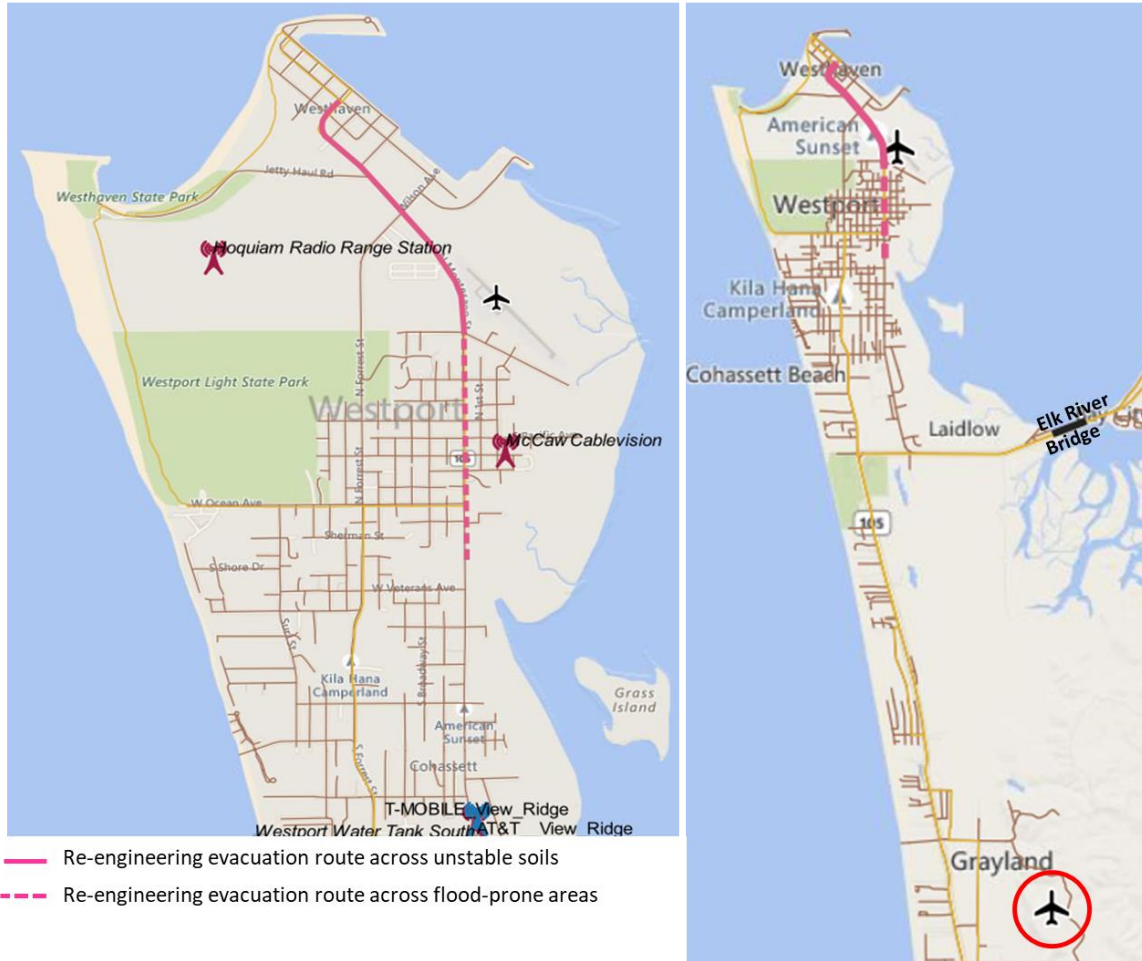


Figure 3. Suggested reengineering area (left) and suggested auxiliary airport in Grayland (right)

3.4.2. Telecommunication

Figure 3 also displays the current locations of cell and communication towers in the City of Westport. Given that these networks may be vulnerable in a major earthquake, we recommend augmenting them with a range of alternative technologies. Residents may use ham radio to transmit SOS messages and call for search and rescue from the state, county, and neighboring cities, as well as to receive information about the regional situation. In addition, the Federal Emergency Management Agency (FEMA) recommends one method to support state and local emergency communication functions: the ARRL (American Radio Relay League) for amateur radio operators to offer electronic communications for state and local government (Coile, 1997).

For additional diversity of communication inside the City of Westport, Low Power FM radio (LPFM) can serve as emergency communication during/post disaster. LPFM stations can be heard about 3.5 miles if there is no blocking from topography, a bigger station or other obstacles. Washington state has the second-highest concentration of low-power FM radio stations in the country with 68 stations for 7.4 million people. LPFM is low cost and low-tech, and easily managed by small groups of enthusiasts, students and other amateurs. The establishment of a LPFM station at a vertical evacuation site would enhance communication in the community. It is important to consider the daily function of such a

station, in order to build familiarity with the technology. The Ocosta School, for example, might incorporate the station in its vertical evacuation building, and also use it to train students in the technology and practice of broadcast media, announcing events and providing the community with sportscasting, news and other educational information including occasional emergency tips.

Higher-tech wireless or mobile ad hoc networks can also add options to strengthen a community's self-sufficient and adaptable communication when regional systems with fixed hubs or routers break down. "Sonnet" is one technology being developed as the most advanced off-grid mobile mesh network; it brings the long-range wireless communication of the walkie-talkie to the smart phone, allowing the user to send text message, voice recording, and GPS coordinates between smartphones up to 9 miles apart, even without cellular coverage or satellite internet access. This section recommends exploring a range of such options, that in combination with lower-tech ham radio and LPFM, may increase the community's resilience to telecommunication disruption, even as the region overall experiences improved normal connectivity through rural broadband.

The introduction of rural broadband, including the possibility of a trans-Pacific fiber-optic cable landing station in Grays Harbor County, will greatly increase normal connectivity in the region. Westport/South Beach should consider how this connectivity may change every day social and economic activity in the community, including changes in travel behavior, and how connectivity (and the activities it supports) may be disrupted in a disaster. For example, healthcare access (recommended as a new Element in the Comprehensive Plan), may benefit from rural broadband by participating in regional telehealth systems, reducing residents' need to visit health clinics and hospitals. Telehealth may also facilitate long-distance triage and other emergency medicine provision in a disaster. To do so, however, it is dependent on a robust telecommunications system. The integration of locally self-reliant and robust systems as described above with new regional connectivity technologies can reduce such vulnerabilities.

Based upon the opportunities from the Grays Harbor County HMP integration and community input described above, as well as case study and advanced practice research, Table 7 below summarizes recommendations related to transportation, circulation, and telecommunications.

Table 7. Recommendations for Updating the Transportation, Circulation, and Telecommunication Element

| | Strategies | Hazard Mitigation Benefits | Co-Benefits for Community Values |
|-------------------------------|---|--|---|
| County Hazard Mitigation Plan | Provide education and training of evacuation information (e.g., evacuation route, ham radio operations) for local residents, students and employees in Westport | Increase Public knowledge of evacuation | <ul style="list-style-type: none"> Promote neighborhood social ties |
| | Include support/backup from Fire, Police, Coast Guard and EMS in transportation management | Complete and clarify the responsibility of each department | <ul style="list-style-type: none"> Clarify the duty and correlation of each department during emergent event |
| | Explore increasing capacity, reliability and geotechnical strength of existing key evacuation and access routes (e.g. Elk River bridge) | Increase the reliability of the current evacuation route | <ul style="list-style-type: none"> Increase the resilience and sustainability of the transportation infrastructure |
| | Make telecommunication access more robust in the event of cellular disruption during disaster (Low-power FM radio, ham radio, Wi-Fi direct/WMN) | Ensure basic telecommunication functions during disaster | <ul style="list-style-type: none"> Better wireless connection in Westport Promote neighborhood social ties Enhance telecom technology literacy among community members |
| | Explore ferry routes to Ocean Shores, Hoquiam and/or Aberdeen | Additional evacuation options for climate change, erosion, tsunami, earthquake, flood | <ul style="list-style-type: none"> Greater connectivity to other Grays Harbor communities Tourist and recreational attraction Increased diversity of port function |
| | Arrange emergency/auxiliary service by neighboring upland air field in Grayland | Additional evacuation and supply option for tsunami, earthquake, flood | <ul style="list-style-type: none"> Increased accessibility for possible new upland development |
| Community Input | Relocation of airport to upland site in Grayland | Improve the sustainability and resilience of the airport when facing climate change, erosion, tsunami, earthquake, flood | <ul style="list-style-type: none"> Improve the traffic connection (e.g., new route/trail will be built towards the airport) |
| | Use 'hovercraft' for ferry evacuation to prevent stranding in shallow area | Safe, smooth and efficient ferry evacuation during tsunami, earthquake and flooding | <ul style="list-style-type: none"> Possible increase in tourism Diversity in transportation modes |
| | Establish 600 MHz LTE to increase LTE coverage and capacity; lay the foundation for 5G to increase the network quality | Improve the reliance and quality of telecommunication during disaster (tsunami, earthquake, flood) | <ul style="list-style-type: none"> Increase the quality of services and enhance the signal of the cell phones for daily usage |
| | Apply HughesNet.com as satellite (Gen 5 satellite system) internet for telecommunication | Ensure basic telecommunication with satellite during disaster | <ul style="list-style-type: none"> Increase the quality and resilience of satellite-connection |
| | Establish evacuation plans for elder/ADA people, in coordination with enhanced public transit | Ensure the safety of the elder/ADA people during disaster | <ul style="list-style-type: none"> Diversify transportation service in Westport (e.g., shuttle, bus) |
| | Road re-engineering for current key evacuation and access route. (e.g., Montesano St) | Improve the sustainability and resilience of the road when facing climate change, erosion, tsunami, earthquake, flood | <ul style="list-style-type: none"> Mitigate traffic congestion |

| | Strategies | Hazard Mitigation Benefits | Co-Benefits for Community Values |
|-----------------------|---|--|--|
| Other Cases/Practices | Provide education and training of evacuation information (e.g., evacuation route, use of ham radio, LPFM radio) for local residents, students, employees and vulnerable population (the elder, ADA, tourists, non-English speaking natives) | Increased awareness from people in Westport of the evacuation information to ensure their cooperation during tsunami, earthquake, flood evacuation as well as their safety | <ul style="list-style-type: none"> • Promote neighborhood social ties • Improve community inclusivity |
| | Mobilize Ham Radio network for communication between Westport and state/county/neighbor cities in the event of cellular disruption | Ensure communication with places outside Westport during earthquake, tsunami (sending SOS message, asking support request from state/county/neighbor cities) | <ul style="list-style-type: none"> • Enhance regional and global connectivity • Provide outlet for or training in technical expertise |
| | Explore establishing LPFM Station | Provide disaster warning information and maintain broadcast function within Westport during earthquake, tsunami and other events of cellular disruption | <ul style="list-style-type: none"> • Enhances community identity and strengthens community relations • Provide outlet for or training in technical expertise |
| | Explore applicability of mobile mesh networks, direct or ad-hoc Wi-Fi and other off-grid networks for smartphones and personal computers, such as Sonnet, WiFi-Opp, etc. | Provide person-to-person communication within Westport during earthquake, tsunami and other events of cellular disruption | <ul style="list-style-type: none"> • Improve the network quality and service • Promote the development of e-commerce |
| | Use telecommunication systems to participate in regional telehealth programs | Ensure a reliable telemedicine system during tsunami, earthquake, flood | <ul style="list-style-type: none"> • Improve regular access to healthcare |

3.5. Reference Cases and Further Relevant Information (Telecommunications)

Below are two case studies from the UK and Japan. The studies were selected based on two published examples of a small rural community employing a Wireless Mesh Network (WMN) and the major role FM stations can play during a disaster. These examples provide more detailed information on how WMN (known as a communications network made up of radio nodes in a mesh topology) can be applied to improve the local internet connection at low cost, adding telecommunications system redundancy to enhance resilience in case of a disruption to normal telecommunications.

3.5.1. Case Study - WMN (Wireless Mesh Networks) applied in Wray

In 2003, residents of Wray, a small village community in Lancaster, England, cooperated with Lancaster University to explore solutions for obtaining broadband internet access. The village's houses are clustered within one square mile, approximately 8 miles from Lancaster town. Initially, satellite, dial-up, or the school's radio link were the only choices for internet connectivity. The team decided that the radio connection could both handle interactive and high-bandwidth services as the school was on a hill, from which a signal could propagate across the whole village. Mesh nodes were placed as shown in Figure 4.

Within three years of deployment of community WMN, the network usage pattern of Wray changed from relatively low traffic to long-lived, high-bandwidth flow. The WMN technology not only developed broadband connectivity, but also enabled many social benefits. For example, e-commerce websites were initiated, transforming the local businesses into international markets. The farmers now use IT to register newborn calves.

This case study may be a good example for telecommunication development in the City of Westport. The implementation of WMN is low-cost and promises a more reliable internet quality and service. With a more reliable and sustainable system, people in Westport could open up online markets which can also develop the economy simultaneously.

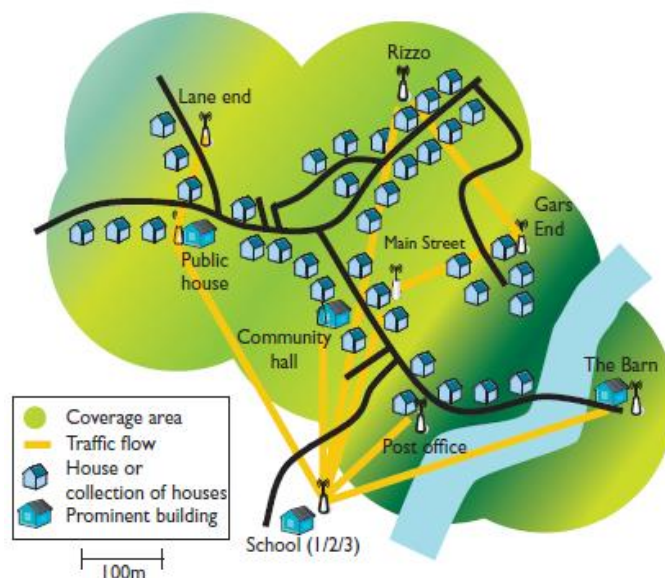


Figure 4. WiFi network topology and coverage area in Wray, UK

3.5.2. Case Study – Community Radio (Wireless Mesh networks) applied in Tohoku

On December 1, 2011, the Japanese Ministry of Internal Affairs and Communications granted permission for the operation of emergency-broadcast FM stations, which are used to offer earthquake-related information to residents of 27 communities in the Tohoku and North Kanto regions (10 stations have used existing FM radio frequencies in the community for emergency broadcasting, 15 stations are newly set up by local government). FM stations play a vital role as a key source of detailed, real-time, disaster-related lifeline information for survivors and may help to unite people. The successful operation of FM stations helped make efficient disaster recovery more efficient following the Tohoku Earthquake of 2011. Having more such stations and programs in place before the earthquake may have helped mitigate the disaster.

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Economic Development Element

4.1. Introduction

Economic development is a critical aspect of urban development that improves the well-being and quality of life of the community by creating jobs and business opportunities and building a tax base that supports social services.

Westport’s economy traditionally has been heavily dependent upon commercial, charter and sport fishing and boating industries and the tourism activity associated with them. There is a need to diversify the city’s economic base to reduce its reliance on seasonal sectors, as well as bolster its existing economy.

The current Comprehensive Plan has pointed out four general objectives for maintaining and improving the economy of the city:

- Work toward re-establishing the local economy while maintaining the seaside character and the maritime industries, especially those related to yacht/boat building, maintenance and repairs, commercial, and recreational fishing.
- A diversified tax base, as well as more diversified employment and industry, consistent with other elements of the comprehensive plan and community needs.
- A local economy which is stable, provides employment opportunities for all workers, and improves the community’s standard of living.
- Encourage industry and businesses that will provide employment opportunities to attract and retain the younger populations, while reducing the outmigration of current populations.

To achieve these general goals, the comprehensive plan provides eight objectives and several policy recommendations.

This section summarizes recommendations for integrating the Grays Harbor County HMP and the Comprehensive Plan, in consideration of the values, assets, and strategies proposed by community members during two workshops held in Westport November 16-17, 2018. It also discusses the recommended strategies synthesized from community input and other research along with their co-benefits. This section concludes with the planning process that the City of Cedar Rapids, Iowa has gone through following the 2008 major flood and summarizes the lessons learned from that case.

4.2. Opportunities for Integration

Table 8 below lists the six initiatives from the Grays Harbor County HMP and describes opportunities and obstacles to alignment with the economic development goals currently outlined in the Comprehensive Plan

Table 8. Aligning Hazard Mitigation Initiatives and the Economic Development Element

| Hazard Mitigation Strategy | Opportunities for Alignment with Economic Development | Conflicts and Obstacles to Alignment with Economic Development Goals |
|---|---|--|
| Vertical Tsunami Evacuation Structure | Building vertical evacuation structures can diversify the economic base by creating new jobs and business opportunities. They can also be designed to have everyday functions such as parking garages, shopping centers, hotels, event spaces, medical clinics, recreation, etc. Private sector investment can therefore cover some of the cost of land acquisition, design and construction. The presence of a vertical tsunami evacuation option in a neighborhood may also increase surrounding property values. Such structures may also function as landmarks and attractions in their own right, enhancing the City’s image and “brand” as a destination. | <ul style="list-style-type: none"> • Costs of design and construction are high, adding upwards from 10% to the normal cost. • Funding and approval process can be lengthy and challenging, given special regulatory requirements |
| Public Outreach Program | Designing a new website for the city of Westport can enhance the city’s competitive position within the region, especially in relation to tourism. It can also be used as a powerful tool to communicate to the public about hazards and disaster preparedness. | <ul style="list-style-type: none"> • Care must be taken to present hazards and disaster preparedness information in a positive, proactive way to residents, visitors and investors without obscuring the real risks to life and property |
| Emergency Management Plans | Consider relocating businesses from hazard prone areas in the long term to avoid possible damage costs. New businesses in areas that are exposed to the more probable SLR or tsunami scenarios should account for those risks in calculating return on investment. (Flood insurance does apply.) | <ul style="list-style-type: none"> • Moving businesses can be costly, more detailed feasibility studies will need to be done for each site • Business owners may resist moving |
| Emergency Communications Plan | Improving broadband internet and cell phone coverage can contribute to better emergency management as well as improve citizens’ quality of life and encourage new businesses to invest in Westport. Improving the website can also contribute to emergency communication, especially if coordinated with the development of robust telecommunications as described in the Transportation, Circulation and Telecommunications Element. | <ul style="list-style-type: none"> • Same as above for Public Outreach |
| Critical Facilities Evaluation | Critical facilities that can service the development of industrial marina area are essential to ensure long-term economic vitality of Westport | <ul style="list-style-type: none"> • Complex multi-jurisdictional task; requires coordination with Port of Grays Harbor |
| Transportation and Right of Way Improvements | Improving the bridge, realigning the highways, and building floating docks to make them more resilient to both sudden and gradual changes in sea level will support long-term economic growth of the city as well as provides jobs in the short and medium term. Ferry to Ocean Shores and Aberdeen/Hoquiam can | <ul style="list-style-type: none"> • Costs of implementation may be high • Requires feasibility studies |

| Hazard Mitigation Strategy | Opportunities for Alignment with Economic Development | Conflicts and Obstacles to Alignment with Economic Development Goals |
|----------------------------|---|--|
| | improve accessibility of the area to the tourists | |

4.3. Community Input

The community pointed out many natural and social assets in the city of Westport that support quality of life and economic vitality. Scenic ocean views and access to water drive tourism along the beaches and Marina District. The local fisheries provide jobs for fishermen and the seafood is processed at the plants in the Marina District. The fisheries also attract charter companies for tourists who want to do deep sea fishing. The cool, wet climate and farmlands provide a place for cranberry bogs and a robust cranberry industry to thrive. Surrounded by the ocean, the city is an ideal place for boat-building and repair and marine outfitting. Hard-working, self-reliant people contribute to the stability and growth of the economy by providing their labor and skills to the community.

There are, however, challenges that should be addressed, including:

- The economic sector is very seasonal; tourist season is mainly throughout spring and summer, and during winter months, many shops are closed and there is less demand for hospitality
- Vacation rental buildings are prone to flooding and storm damage in winter months
- There are many for-sale and for-rent signs, which indicate a growing stock of residential real estate, but also out-migration and an oversupply of commercial real estate
- People want better cell phone coverage and broadband internet, especially for business purposes
- The seafood industry may also be affected by climate change in the future; oyster beds might also be threatened by SLR

In order to address the challenges stated above and support values that are important to the community, workshop participants suggested a variety of strategies to improve the economy of the city and make the community more resilient to both sudden and gradual coastal hazards. *Table 9* and *Figure 5* below include these strategies.

Table 9. Community Input Related to the Economic Development Element

| Strategy Theme | Strategy Examples |
|--|--|
| Diversify the economic base | <ul style="list-style-type: none"> • A vertical evacuation structure in the form of a hotel with a conference room can attract tourists and support local and regional events. Other functionalities of vertical evacuation structures can include a parking garage or small shopping center. • Develop “Seabrook-like” resort community, but in beach town or seaport/marina-compatible style, to generate funds for relocation of critical facilities and long-term housing to higher ground • Improve critical infrastructure including bridges, roadways, highways, and airport. • Improve cellular and internet connectivity. |
| Retain, stabilize, and strengthen the | <ul style="list-style-type: none"> • Engage hotels, restaurants, and other services throughout the region to provide information about tsunami risk and evacuation. |

| Strategy Theme | Strategy Examples |
|---|--|
| traditional economic base sector | <ul style="list-style-type: none"> • Prepare to move oyster beds further inland with SLR. • Purchase/acquire land outside the Westport city limits that is on higher ground and consider moving regionally critical facilities there and prepare for post-disaster resettlement there. Explore near/medium-term development of such sites for recreational or resort-type development. • Purchase at-risk properties with federal funds to buy out homeowners to relocate. • Reinvest in resilient infrastructure in the marina district such as floating docks and elevated infrastructure. |
| Enhance the city's competitive position within the region, especially in relation to tourism | <ul style="list-style-type: none"> • Make strategic infrastructure investments to improve the resilience of tourist attractions, seafood industry and other key businesses. • Conserve open spaces for ecosystem services and natural resource provisioning and possible future public use. • Maintain rural and seaside character throughout the region. • Develop new campsites at the state park and higher ground. • Develop a regional trail system |



Figure 5. Economic Development strategies from community input

4.4. Recommendations

The city can make use of the strategies recommended by residents, as well as opportunities for integrating initiatives from the Grays Harbor County HMP to update the Economic Development Element of the Comprehensive Plan. These strategies aim at improving Westport's economy as well as making it more resilient in the face of natural hazards such as tsunamis, flooding, and sea level rise.

Table 10 summarizes the strategies proposed at the workshops, along with other research-based recommendations, how these strategies help mitigate hazards, and how they can provide economic and non-economic co-benefits to the community.

Table 10. Recommendations for Updating the Economic Development Element

| | Strategies | Hazard Mitigation Benefits | Co-benefits for Economic Development |
|-------------------------|--|---|---|
| Grays Harbor County HMP | Build multi-use vertical evacuation structures (e.g., Parking garage, hotel and conference center, shopping center or market hall, zipline towers, “camping towers”, etc.) | These structures make the city resilient towards earthquakes and tsunamis by providing safe and resistant buildings where people can seek refuge | <ul style="list-style-type: none"> • Contributes to stabilizing the economy and diversifying the economic base by providing new business opportunities • Serves as landmarks to “brand” Westport as a tsunami-ready destination • May serve as recreational facilities |
| | Reconstruct roads and bridges/ relocate the highway | New roads and bridges can provide resilience against sea level rise | <ul style="list-style-type: none"> • Creates employment opportunities • Improves connectivity |
| Community Input | Purchase land on higher ground outside city limits | Critical facilities can be moved to higher ground to make the city more resilient to tsunami and sea level rise. Can be used as emergency refuge and possible long-term resettlement in case of tsunami | <ul style="list-style-type: none"> • Can be used as tourist campground, hunting lodge and/or resort community in near/medium term |
| | Move oyster beds further inland as SLR advances | Oyster beds are threatened by sea level rise and moving them further inland can ensure their performance over the long run | <ul style="list-style-type: none"> • Strengthens the economic base by maintaining income from oyster beds |
| | Ferry to Ocean Shores, Aberdeen, and Hoquiam | May provide alternative accessibility in less severe cases of transportation route disruption following an hazardous event. | <ul style="list-style-type: none"> • Increases accessibility to/from Westport for tourists and residents |
| | Improve cellular and internet connectivity | Can improve emergency communication during earthquake or tsunami | <ul style="list-style-type: none"> • Provides incentives for businesses to locate or remain in Westport • Strengthens social ties |
| | Reinvest in resilient infrastructure in the Marina District | Improve resilience of important economic assets to flooding from sea level rise and less severe (e.g. distant-source) tsunamis | <ul style="list-style-type: none"> • Supports the economy by ensuring functionality of the marina |
| | Conserve open spaces for ecosystem services, natural resource provisioning and possible future public use | Makes the city more resilient to flooding, especially storm water floods, by increasing natural drainage | <ul style="list-style-type: none"> • Provides Ecotourism opportunities such as birdwatching, storm watch |
| | Purchase at-risk properties with federal funds to buy out homeowners to relocate; restore flood-prone areas to natural open space | Reduces residential and business vulnerability to flooding | <ul style="list-style-type: none"> • Same benefits as in conserving open spaces, above. |



| | Strategies | Hazard Mitigation Benefits | Co-benefits for Economic Development |
|-----------------------|---|---|--|
| | Retrofit or rebuild Chateau Westport to be used as vertical evacuation | Chateau Westport is located on high ground and can provide refuge in case of tsunami if it becomes retrofitted to resist a large earthquake | <ul style="list-style-type: none"> • Supports tourism sector • The hotel can provide evacuation and preparedness information for tourists |
| | Invest in a new Westport website and Instagram page | Can be used for providing educational materials regarding natural hazards, as well as informing residents about public meetings and events | <ul style="list-style-type: none"> • Attracts more tourists to the area |
| Other Cases/Practices | Develop new “cultural district” in safe areas | Increases the resilience of artistic and cultural values to sea level rise | <ul style="list-style-type: none"> • Attracts tourists • Preserves the identity of the city |
| | Establish farmers market within walking distance of residences, integrated with vertical evacuation or other emergency refuge and supply storage site | Strengthens local social capital; acclimates residents to walking to place of refuge and emergency information and food supply | <ul style="list-style-type: none"> • Diversifies the economy for both residents and tourists • Provides fresh food options (see Health and Wellbeing Element for more details) |
| | Develop a new trail system to high grounds with exits to the beach that potentially connects vertical evacuation structures | Helps educate people about evacuation routes | <ul style="list-style-type: none"> • Provides outdoor recreation opportunities for residents and tourists; can go all the way to Aberdeen and be used as a bike trail |



4.5. Reference Case and Further Relevant Information

The City of Cedar Rapids, Iowa (Figure 6) updated its comprehensive plan after a major flood in 2008. Within days of the flood, the City Council outlined a series of strategic recovery goals. The City worked for 11 months with a broad public engagement process to transform flood-prone areas from non-ecologically functioning hazard zones to ecologically functional public amenities (the Greenway), and devised strategies such as a farmers' market along the Greenway to improve the economy.

In the "Business Revitalization" section of the Comprehensive Plan, the City identified the following priorities: Target new business opportunities for young and skilled employees; support small and local businesses; connect downtown with adjacent neighborhoods; strengthen walkable mixed-use districts; make downtown Cedar Rapids a regional destination point; and encourage high tech and industry growth along the Technology Corridor. Using the public feedback, they developed very specific strategies: Commercial District with a diversity of uses; a Mixed-Use Housing District within the Downtown Medical District; Riverfront Industrial Uses as prime riverfront redevelopment sites; and an expanded farmer's market venue.

They also integrated open space and environment priorities. These included the River Greenway which is an expanded buffer to enhance water and habitat quality, a Greenbelt which is a buffer around the City to limit sprawl and provide recreational amenity, a trail network for bicyclists and pedestrians, and a recreation center, which provides a central facility to serve the city from youth to seniors.

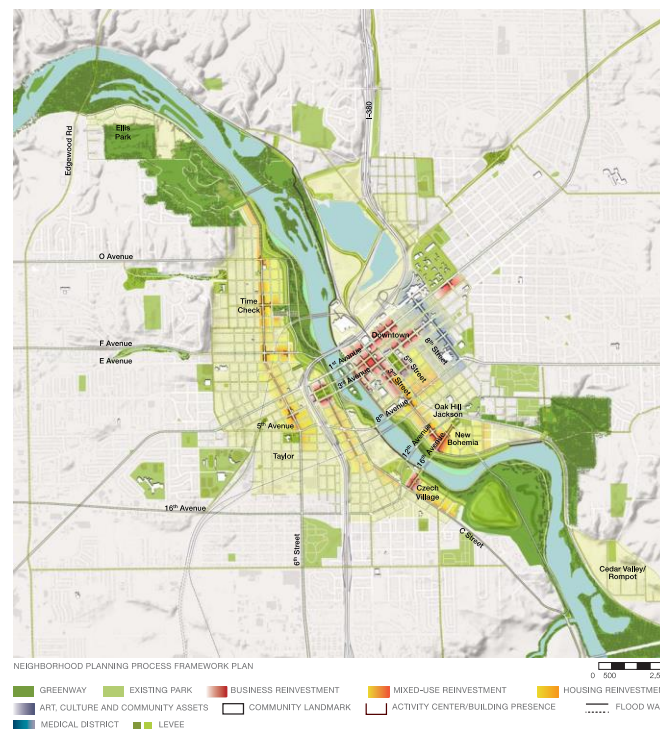


Figure 6. City of Cedar Rapids, IA. Source: City of Cedar Rapids Neighborhood Planning Process, 2009.

4.5.1. Section References

City of Cedar Rapids Neighborhood Planning Process, September 2009, retrieved from: http://www.cedar-rapids.org/discover_cedar_rapids/flood_of_2008/neighborhood_reinvestment.php

Community Identity and Natural Resources Element

5.1. Introduction

Chapter 7 of the current Comprehensive Plan is the Community Appearance and Natural Resources Element. This element focuses on the aesthetics and quality of the built and natural environment of the city to enhance the character of the city, quality of life for community well-being, and community attachment to place, as well as promoting tourist-oriented economic development. It also aims to recognize the importance of the natural resources, conserve them, and to improve the public awareness of these natural heritage features. We propose changing “Community Appearance” to “Community Identity,” and including the following aspects:

- Community identity (as a social and functional as well as visual and aesthetic consideration)
- Urban resilience
- Hazard mitigation strategies
- Heritage conservation

Using “Community Identity” instead of “Community Appearance” broadens the scope of the Element and would also help to seamlessly incorporate the Historic Preservation for conservation and promotion of local culture into the Comprehensive Plan. The community identity element can also benefit from using urban design methods in various ways. Some of the common urban design methods that can be useful for Community Identity creation and preservation are as follows:

- 1) Cognitive/memory maps and city-image analysis (Lynch 1960)
- 2) Transect analysis
- 3) Placecheck
- 4) Observation of social life in public places; desire line mapping (Whyte 1980)

Natural Resources are also considered to be part of the community’s identity. Therefore, it would remain a key focus of the Element.

The City of Westport’s Urban Design Guidelines (UDG) would continue to exist as a separate document. Future updates to the UDG should be made based on the goals, objectives and policies established in the Community Identity and Natural Resources Management Element.

5.2. Opportunities for Integration

The city should consider the use of urban design methods (such as transect analysis, cognitive mapping and city image analysis) to identify and map optimum evacuation routes and places of refuge, to test public awareness of their existence; and to determine how that awareness is related to elements of Westport’s urban form, including the layout of streets and other pathways, coastline and topography, land uses and ground cover, prominent buildings and other landmarks, and gathering places (Figure 9). Three key aspects of community identity derive from these elements which are also crucial to successful disaster preparedness:

- 1) Legibility: the extent to which these elements help residents and visitors understand how the community is spatially organized and orient themselves in it (Lynch 1960)
- 2) Vitality: the extent to which these elements support social activity and life in general (Whyte 1980)
- 3) Meaning: the significance that residents and visitors individually and collectively attach to elements of urban form (Hester 1985)



Figure 7. Urban Design Approach, City of Greensburg, Kansas (L); Desire lines to create evacuation route maps (R)

This section includes opportunities and obstacles for integrating hazard mitigation initiatives from the Grays Harbor County HMP with both the Community Identity and Natural Resources element and the Urban Design Guidelines (Table 11).

Table 11. Aligning Hazard Mitigation Initiatives with Community Identity, Natural Resources and Urban Design Guidelines

| Hazard Mitigation Initiative | Opportunities for Alignment with Community Identity and Natural Resources, and Urban Design Guidelines (UDG) | Conflicts with or Obstacles to Alignment with Community Identity Goals |
|--|---|---|
| Vertical Tsunami Evacuation Structure | <ul style="list-style-type: none"> ● The design of the vertical evacuation structures should correspond with the community appearance goals. These structures could contribute to identity creation of the community as well as serve as prominent landmarks for the city. ● Designing the structure in a setting that showcases or takes advantage of the natural resources of Westport (native plant and animal species, views of the ocean, the wetlands, etc.) could serve an educational function as well as attract visitors. ● If the structure were designed to be iconic, it could promote the economic vitality of the place by bringing in more tourists. ● The design of the vertical evacuation structures should correspond with the visual aesthetic guidelines prescribed by the UDG. ● The appearance of the vertical evacuation structures should correspond with the visual | <ul style="list-style-type: none"> ● Conflicts with parts of the Objective #3 (To preserve, as feasible, Light, Views, Privacy, Open space, Shorelines, Other natural features) ● Technical requirements of vertical evacuation may present challenges to enhancing legibility, vitality and meaning ● Involving an urban design firm specializing in design of iconic buildings could cause the cost of the vertical evacuation tower to rise. However, the conceptual design of the building could |

| Hazard Mitigation Initiative | Opportunities for Alignment with Community Identity and Natural Resources, and Urban Design Guidelines (UDG) | Conflicts with or Obstacles to Alignment with Community Identity Goals |
|--|---|---|
| | aesthetic guidelines prescribed by the UDG. | be decided through a design competition. |
| Public Outreach Program | <ul style="list-style-type: none"> ● Public outreach and education programs could be conducted at some of the well-designed public spaces including vertical evacuation structures. ● Educational tours or information plaques can be used to inform residents and visitors about the natural capital of the city as well as its hazards, and explain how natural assets and hazards are linked. ● Outreach and education planners should refer to UDG or work with urban designers to plan the outreach and education strategies. ● Include small structures (like pillars/obelisks/totems) into the landscape of Westport that can be used to disseminate information about hazards. These can become unique features (like the warning tower) around Westport, adding more character to the image of the city. ● Activities like "placecheck" or disaster preparedness tours, scavenger hunts or treasure hunts (spot the info obelisk or warning tower, etc.) during tourist season can be good education tools as well as economic opportunities. | <ul style="list-style-type: none"> ● Hazards awareness and preparedness messaging may detract from Westport's image and attractiveness. Outreach messages and activities need to be positive, enjoyable and interestingly informative, and add to the attractiveness and appreciation of Westport by residents and visitors alike. |
| Emergency Management Plans (EMPs) | <ul style="list-style-type: none"> ● Community appearance guidelines could be leveraged to highlight the location of some of the assets of the city, as identified by the EMP as well as evacuation routes. ● Strengthen natural high-ground such as the ridges and hills to serve as evacuation routes as well as to site evacuation towers. ● The UDG should include guidelines that consider the use of particular surface treatments of walls, pavements and streets that would aid ease of visual access to assets and emergency supplies. ● Urban design analysis methods can be used to identify evacuation routes. ● Find trivial (or seasonal) alternate purposes for back-up equipment that would be needed in an emergency. | <ul style="list-style-type: none"> ● Moving or improving businesses can be costly ● High-ground evacuation sites or trails would require either purchase of multiple parcels of private land or the obtaining of access easements. |
| Emergency Communication Plan | <ul style="list-style-type: none"> ● Provision to include distress signal devices (beacons, etc.) as part of the general urban design requirements of buildings could be made. | N/A |
| Critical Facilities Evaluation | <ul style="list-style-type: none"> ● Improvements to capital facilities should incorporate new design guidelines aimed at | N/A |

| Hazard Mitigation Initiative | Opportunities for Alignment with Community Identity and Natural Resources, and Urban Design Guidelines (UDG) | Conflicts with or Obstacles to Alignment with Community Identity Goals |
|---|--|---|
| | <p>emergency management and disaster preparedness.</p> <ul style="list-style-type: none"> • While retrofitting capital facilities, stormwater management systems incorporating native vegetation and the designation of open spaces for stormwater detention should be encouraged. • Capital facility design in commercial zones must be in accordance with the new UDG. • Community identity features to be considered while retrofitting capital facilities. | |
| Transportation and Right of Way Improvements | <ul style="list-style-type: none"> • Signage in right of way (ROW) improvements must correspond to Design guidelines. Street-facing surfaces of buildings must also be designed to aid emergency evacuation and highlight the routes. • ROW improvements must include appropriate green stormwater management measures. • Make provisions to accommodate for both the commercial needs as well as hazard mitigation while avoiding visual clutter. • ROW improvements must follow guidelines for streets that would set a hierarchy in aesthetic design for street types in different zones. | <ul style="list-style-type: none"> • The UDG currently includes no specific guidelines for signage or street-facing surfaces of buildings. • This could possibly involve widening of streets. |

5.3. Community Input

The workshops held in Westport with the community stakeholders in November 2018, provided many valuable insights; Figure 8 includes the most relevant community input that we received for this section

We value our.....

- ✓ Social bonds
- ✓ Natural resources for food, recreation and economy

We need.....

- More housing
- Place for gathering (youth)
- Clean beaches
- Tourist and visitors education about hazards
- Drainage improvements
- Better access – bikes, pedestrians and seniors
- To Preserve Rural Character
- To conserve history and heritage



of the Comprehensive Plan.



Figure 8. Summary of what we heard at the workshops in Westport

Table 12 below includes themes and examples of strategies relevant to community identity and natural resources emphasized by workshop participants. In addition, at the community report back event on 7th December 2018, community members expressed great interest in seeing a “Seabrook (near Ocean Shores) like development” in Westport. This suggestion can be incorporated but needs to be customized for Westport so as to ensure appropriate development.

Table 12. Community input related to community identity and natural resources

| Strategy Theme | Strategy Examples |
|--|--|
| Connectivity throughout the region | <ul style="list-style-type: none"> • Establish interconnected trail system network for bikes and pedestrians • Explore the use of seaplanes as alternative air transportation mode. • Improve and demarcate major evacuation routes throughout the city. This would help in easier identification of the routes as well as ease of access for emergency vehicles. |
| Information-sharing and preparedness | <ul style="list-style-type: none"> • Using special devices to communicate hazard information and warning. • Using signages and information boards to educate the public. • Integrate vertical evacuation structures and other evacuation sites into everyday routine of the public if possible. This habituates the residents with the evacuation procedures, routes and sites. |
| Balancing growth and resilience | <ul style="list-style-type: none"> • Building a community that can accommodate for increasing storm surges to a greater extent and leveraging it for economic growth • Adapt by building more safer housing in the form of mid-rise apartments to keep younger generation within the city once broad band systems are improved |
| Education of the public particularly tourists | <ul style="list-style-type: none"> • Installing signages and special devices for information dissemination (e.g., Haz-Mit Totems). • Coding the built environment through color and texture themes for way-finding. |
| Conservation of resources and identity | <ul style="list-style-type: none"> • Create programs for beach clean ups after peak tourist season. • Move important historic artefacts to higher altitude facilities. • Protect the natural environment and the character of the built environment. |
| Economic Improvement | <ul style="list-style-type: none"> • Improve tourism opportunities (e.g., themed resorts, activities, etc.) • More housing options to attract and/or to retain younger population. |



5.4. Recommendations

Table 13 below summarizes recommendations for updating this Element of the Comprehensive Plan based on integrating Grays Harbor County HMP initiatives, input from community members and additional information. Each strategy included in the table is explained in more detail below.

Table 13. Recommendations for the Proposed Community Identity and Natural Resources Element

| | Strategies | Hazard Mitigation Benefits | Co-benefits for Community Identity and Natural Resources Values |
|-------------------------------|---|--|--|
| County Hazard Mitigation Plan | 1. Explore the option of designing a vertical evacuation tower as iconic structures | <ul style="list-style-type: none"> Easier to locate the evacuation site | <ul style="list-style-type: none"> Attracts more tourists and thereby improves the economy |
| | 2. Implement innovative emergency evacuation route signage system | <ul style="list-style-type: none"> Easier to identify the evacuation routes even if structures collapse due to an earthquake Aids in evacuating tourists and visitors faster | <ul style="list-style-type: none"> Adds to the unique identity of the city. The implementation of these interventions can be integrated with regular building and street maintenance measures. |
| | 3. Explore the use of special emergency management devices like Haz-Mit totem poles | <ul style="list-style-type: none"> Can be used for information dissemination, as warning devices and to house small emergency supplies. | <ul style="list-style-type: none"> Adds to the character of the city. Can be used as part of tourist activity like ‘treasure hunt’ etc. |
| Community Input | 4. Wetland resort development in the lowlands | <ul style="list-style-type: none"> Acts as a buffer for city center businesses | <ul style="list-style-type: none"> Allows maximum economic utilization of the land before sea level rise and/or a natural disaster makes it completely unusable |
| | 5. Explore the option of building mid-rise apartments | <ul style="list-style-type: none"> Can act as vertical evacuation structures | <ul style="list-style-type: none"> Creates alternative housing options that can be designed to fit the character and design of a coastal community, appropriate to seasonal work and low-income households. |
| Other strategies | 6. Resorts in the hills outside the city limits | <ul style="list-style-type: none"> Ensures that a habitable refuge is available during and after major hazards like tsunamis Can be used as a site for emergency supplies and vehicles including helicopters | <ul style="list-style-type: none"> Improves the tourism driven economy. Can be developed into the new city post a major disaster. Can be used as the new site for important cultural/historic artefact for social resilience. |
| | 7. Encourage flood accommodative building design. | <ul style="list-style-type: none"> Houses are protected from flooding due to storm surges, king tides and possibly from minor tsunami events. | <ul style="list-style-type: none"> Elevated resort buildings in the lowlands could be designed in a way which takes advantage of the tidal flooding and storm surges. This could contribute to tourism during storm season. |



| | Strategies | Hazard Mitigation Benefits | Co-benefits for Community Identity and Natural Resources Values |
|--|---|---|--|
| | 8. Chateau Westport retrofit/reconstruction | <ul style="list-style-type: none"> Act as a vertical tsunami evacuation option Strengthen it against seismic forces | <ul style="list-style-type: none"> The retrofitting process could be used as an opportunity to include sustainability measures and improve the appearance of the hotel. |
| | 9. Ridge Trail | <ul style="list-style-type: none"> Serves as alternative emergency evacuation routes. | <ul style="list-style-type: none"> Bike trails can act as green transportation modes. Bicycle tours can be a tourist activity to get acquainted with the city. |
| | 10. Implementing blue-green storm water infrastructure measures | <ul style="list-style-type: none"> Reduces stormwater related flooding | <ul style="list-style-type: none"> Contributes to improved appearance of the city. Improves carbon sequestration Creates more public spaces |
| | 11. Mapping of natural resources | <ul style="list-style-type: none"> Utilized to formulate natural hazard mitigation strategies | <ul style="list-style-type: none"> Helps to identify, measure and locate the various natural resources which then helps conservation and prudent use of the resources. |
| | 12. Using Coastal vegetation to mitigate storm surge impacts | <ul style="list-style-type: none"> Reduces the impacts of waves | <ul style="list-style-type: none"> Aids in the conservation of the local flora and fauna. Would help in attracting wildlife enthusiasts. |



5.5. Reference Cases and Further Ideas

Additional detail and illustration for selected recommendations from the list above is as follows.

Design vertical evacuation towers as iconic structures: Vertical evacuation structures can be designed with iconic or unique forms that serve as tourist attractions and recreational facilities that reinforce the identity of Westport. Designing structures in such a way will also help in ‘way-finding’ (i.e., help in identifying evacuation destinations during emergency situations). More measures of tsunami resistance through architecture must be explored (Craven 2018).



Figure 9. Conceptual image of a vertical evacuation structure as a recreational physical activity center, buildable in phases.

Ridge Trail: Establish bike and hiking trail system that also connect to the vertical evacuation structures (Figure 14 and Figure 10). In the event that roads are inaccessible these could potentially serve as alternate routes. Also, they can be used as an economic resource (bike tours) as well as tourist education tools.

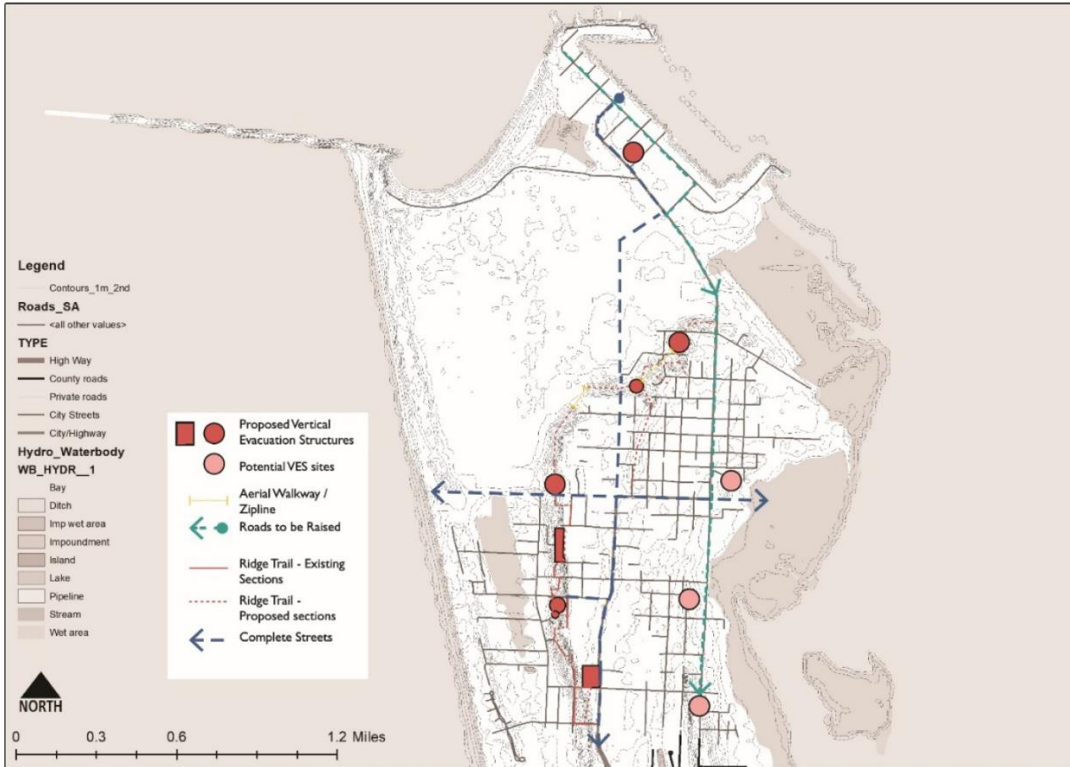


Figure 10. Proposed Vertical Evacuation Network for Westport, WA.

Explore the option of retrofitting hotels (e.g. Chateau Westport) and building mid-rise apartments as vertical evacuation sites: Apartments with four-plus stories can be built to provide affordable housing on limited higher ground. These can also serve as vertical evacuation structures. When building such structures care should be ensured that at least the top two levels of the building are wide enough and accessible to hold as many people as possible during an emergency situation. The city should ensure that such buildings be built only after appropriate geological and seismological studies are conducted. They should preferably be situated on locations on top of the ridges after sufficiently reinforcing the ridges. Care should also be taken in building only limited number of such structures as they can interfere with the small-town charm of the city, which is highly valued by its current residents. Potential sites are marked on *Figure 10*.

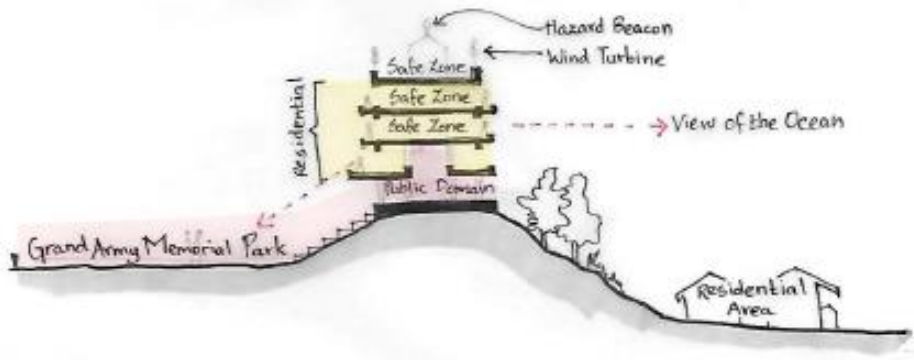


Figure 11. Multi-story housing on high ground as vertical evacuation.

Implement innovative emergency evacuation route signage system:



Figure 12. Right of way interventions

Evacuation route signages should be better integrated into the built environment. Unlike a few sign boards, treating the entire stretch of an evacuation route would help better in communicating its purpose to the general public. For instance, if flooding occurs, it would be easier to tell people to follow the path with roofs painted red (Figure 12). Emergency lamps, powered by solar batteries, can light up the path during the night. Solar (or wind powered) street lamps would be beneficial for the city residents even in the winter months (as was heard during the open house conducted on December 8, 2018 at the Tackle Box).



Explore the use of special emergency management devices like Haz-Mit totem poles: These are devices that can be used to disseminate local hazard information. They can also be used to house small emergency supplies like a flare or a torch. If connected to a regional warning system, they may also be used as warning beacons. Totems can be designed and crafted by neighboring Shoalwater Bay Tribe. They can also be incorporated into tourist activities like “Spot the Haz-Mit Totem contest”, which would ensure that the tourists are made aware of these structures. It would also draw their attention to the hazard information displayed by the device.

Figure 13. Concept of Haz-Mit Totem Pole (Art installation from Wawa Information center, Ontario, Canada.)

Wetland resort development in the lowlands:The city could consider buying the low-lying lands, especially those that would be most susceptible to sea level rise, and lease back the land to private resort developers. However, the resort should be developed in a way such that it accommodates flooding. This can be achieved through building the resort cottages on stilts or piles. The king tide and storm surge waters would pass underneath the structures.

The benefit of such a development is that during the initial years there would be only minor seasonal flooding. They could even be used as retirement community homes. However, as the years progress and the global sea level rises, the resort land will be inundated with high tide water but the cottages themselves will be dry. This would prove as a unique ‘living-on-the-water’ experience that could attract tourists seeking such unique experiences. They could also be infused with some tourist focused recreational aquaculture. At this point permanent dwelling in these structures must be prohibited and only tourists/vacationers should be allowed to use these structures. Further into the future, the structures could probably serve as tourist facilities while the elevated pathways can serve as piers and docks. Eventually, the structures could be condemned for any type of housing purposes. For possible locations to site the wetland resort refer to *Figure 14* showing potential ridge trail route and locations for wetland resorts.

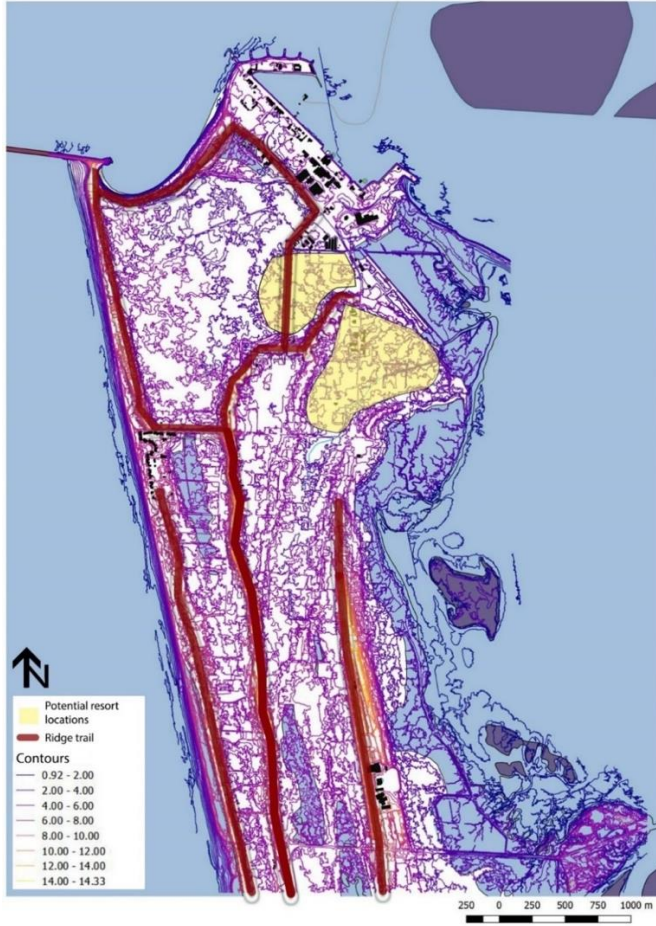


Figure 14. Potential locations for Wetland resort and potential ridge trail routes

Encourage flood accommodative building design: In the most basic sense, this means elevating structures above a minimally-obstructed ground surface. Floodwaters should be allowed to pass under the structure. Buildings within the 100-year FEMA floodplain should be encouraged to be elevated above the base flood elevation. Large sites could also include stormwater detention areas.



Figure 16. A wetland resort in Malaysia



Figure 17. Ecologically low-impact stormwater- and draught-tolerant environmental educational retreat at Islandwood, Bainbridge Island (Berger Partnership)





Figure 18. A tree house in Skamania County, WA

Resorts in the hills outside the city limits: The city should also explore the option of locating resorts outside the current city limits, as discussed in the Area-Wide Development Element. These can take the form of forest retreat facilities on what are currently private highlands. This again could be a public-private partnership endeavor. These could be made of a combination of eco-friendly

structures and permanent structures. These permanent structures would be serviced by basic infrastructure. The design of the permanent structures could be such that it can be expanded in the future, should there be need for a more permanent residential establishment due to natural hazards. They can also act as temporary refuges during peak storm events for the resident community of Westport. Tree houses can be a potential lower-cost elevated housing option.

Figure 19. Moe Yun Gyi Wildlife Sanctuary & Wetlands Resort when dry (L) and when water rises (R)

Mapping of natural resources: This strategy is aimed at taking advantage of the natural resources of the city. In order to be able to leverage the natural topography and vegetation for hazard mitigation purposes. This strategy involves documenting the bio-diversity and the land form of the city and nearby region. This would also help in conserving the natural resources better. Information from these studies and documentation can be used to make advertisement and information material for the tourists and nature enthusiasts.

Using coastal vegetation to mitigate storm surge impacts: Explore the option of using native vegetation for hazard mitigation purposes. Native grass species could be planted on sand dunes to reduce erosion from winds, storm surges and tides.

5.5.1. References and Additional Resources

Craven, Jackie. 2018. Architecture of tsunami resistant buildings. September 26. Accessed December 10, 2018. <https://www.thoughtco.com/architecture-of-tsunami-resistant-buildings-177703>.

Grays Harbor County Emergency Management. "Project Safe Haven : Grays Harbor County," 2011. <https://mil.wa.gov/asset/5ba41ffb35f02>.

Hester, Randall. 1985. "Subconscious Landscapes of the Heart." *Places* 2(3), 10-22.

Lynch, Kevin. 1960. *The Image of the City*. The MIT Press.

Whyte, William H. 1980. *The Social Life of Small Urban Spaces*. Washington, D.C.: Conservation Foundation. See also the Project for Public Places, <https://www.pps.org/>.

Additional resources:

- The recovery plan of the City of Greensburg, Kansas, is a good document to observe the possibilities of use of urban design for hazard mitigation and sustainability. https://archive.epa.gov/region07/cleanup/greensburg/web/pdf/gb_ltr_plan_final_hires070815.pdf
- Some information of Blue-green infrastructure can be found on the following website: <https://ramboll.com/services-and-sectors/planning-and-urban-design/blue-green-infrastructure-design>
- Some resources from FEMA for elevating structures in floodplains: <https://www.fema.gov/media-library/assets/documents/725>
- FEMA manual for coastal construction is available at the following link: <https://www.fema.gov/media-library/assets/documents/3293>



- An example article that explains the use of desire lines: <https://99percentinvisible.org/article/least-resistance-desire-paths-can-lead-better-design/>
- A resource for transect analysis: <https://transect.org/>
- A resource for place check: <https://placecheck.info/en/>



Area-Wide Development Element

6.1. Introduction

Chapter 8 of the Comprehensive Plan includes considerations, goals, objectives, and policies related to area-wide development. The Comprehensive Plan emphasizes that development issues and concerns in areas beyond the city limits are expected to become increasingly important in the future, and notes that many Westport residents and employees currently commute to or from places outside city limits. The chapter focuses on the importance of balancing increasing development and expansion opportunities with the ability to provide services to current and future residents. Figure 26 below shows the Westport city limits and the surrounding area.

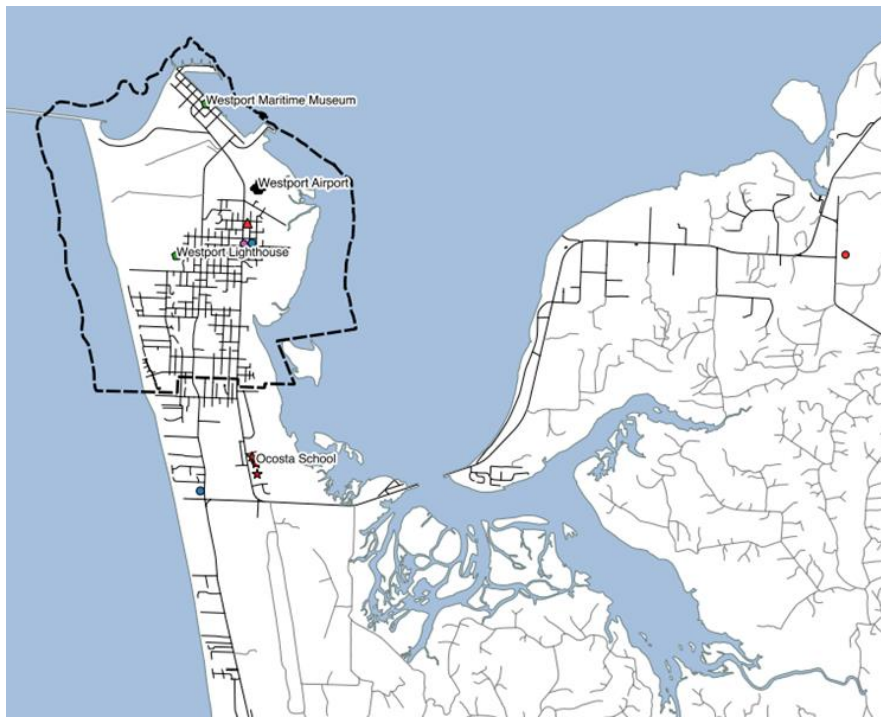


Figure 20. City of Westport indicated in black and surrounding area

The current goals of the Area-Wide Development Element are:

1. 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.
2. 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.

In addition, the plan includes four objectives focused on protecting Westport's important assets, promoting orderly expansion of the City's tax base and public services, and minimizing impact on sensitive areas while enhancing access and safety.

6.2. Opportunities for Integration

Table 16 below lists the hazard mitigation initiatives from the Grays Harbor County HMP and describes opportunities and obstacles for alignment with the area-wide goals currently outlined in the Comprehensive Plan.

Opportunities and obstacles described below focus on aspects of hazard mitigation that are relevant to the wider region. This encompasses areas neighboring Westport such as adjacent census-designated or unincorporated areas (e.g., Grayland, Ocosta, etc.). Grays Harbor County departments (e.g., Planning Department, Emergency Management) are responsible for land use and emergency response in unincorporated areas of the county. However, given the regional scope of hazards highlighted in the Grays Harbor County HMP and residents' ties throughout the region, Westport city divisions should, to the extent possible, collaborate with county and non-county entities to support a coordinated, regional approach to hazard mitigation. Opportunities for collaboration include supporting implementation of vertical evacuation structures for the peninsula, engaging residents throughout the region through public outreach, and including regional considerations in emergency and transportation planning.

Table 14. Aligning hazard mitigation initiatives and the Area-Wide Development Element

| Hazard Mitigation Initiative | Opportunities for Alignment with Area-Wide Development Goals | Conflicts with or Obstacles to Alignment with Area-Wide Development Goals |
|--|---|--|
| Vertical Tsunami Evacuation Structure | <ul style="list-style-type: none"> Consider potential locations and capacity of future vertical evacuation structures in the context of new development Identify opportunities to incorporate vertical evacuation into future expansion of public facilities and/or renovation of existing structures | <ul style="list-style-type: none"> Vertical evacuation structure planning and construction is costly and time intensive Expanding development in low-lying areas outside of Westport without adequate evacuation possibilities would expose residents/visitors to risk |
| Public Outreach Program | <ul style="list-style-type: none"> Identify opportunities to collaborate with neighboring areas on public outreach regarding hazard mitigation (e.g., workshops in Grayland, materials circulated to South Beach Christian Center or other community gathering places) Coordinate with county or community facilities that can serve as hubs for public outreach in neighboring areas | <ul style="list-style-type: none"> Reaching residents of neighboring areas will require a more extensive public outreach program that will require coordination with county/state agencies (e.g., Emergency Management Planning Committee) |
| Emergency Management Plans | <ul style="list-style-type: none"> Assets and capabilities located in unincorporated areas should be considered in planning emergency response Key emergency response service providers (e.g., South Beach Regional Fire Authority and Grays Harbor County Hospital) have facilities outside of Westport city limits and should be included | <ul style="list-style-type: none"> Population (existing and potential new residents) in unincorporated areas adjacent to Westport may rely on the city for emergency response and could stretch response capacity and resources for Westport residents |
| Emergency Communications Plan | <ul style="list-style-type: none"> Support identifying an institution south of Westport that can serve as the radio point of contact for coordination (e.g., Grayland | <ul style="list-style-type: none"> Population of residents and/or businesses (existing and/or new) in neighboring areas could burden |

| Hazard Mitigation Initiative | Opportunities for Alignment with Area-Wide Development Goals | Conflicts with or Obstacles to Alignment with Area-Wide Development Goals |
|---|--|---|
| | station of South Beach Regional Fire Authority) <ul style="list-style-type: none"> Collaborate with county to streamline emergency communications plans to ensure alignment and minimize confusion | communication systems during emergence response |
| Critical Facilities Evaluation | <ul style="list-style-type: none"> Many critical facilities are located outside Westport city limits; collaborate with county to secure results of a critical facilities evaluation for adjacent unincorporated areas | <ul style="list-style-type: none"> Critical facilities evaluation for buildings outside Westport would be outside the City’s responsibility, but would be an important element of minimizing risk to residents and visitors in these areas |
| Transportation and Right of Way Improvements | <ul style="list-style-type: none"> Provide input on county projects regarding tsunami evacuation markers and other transportation signage to align with Westport transportation and right-of-way needs/goals Unincorporated areas may include critical evacuation and access routes (e.g., forest/logging roads may provide overland access and evacuation) Advocate for strengthening of the State Route 105 bridge and other critical transportation infrastructure | <ul style="list-style-type: none"> Expanding development and public facilities/infrastructure into new areas would require additional coordination with Washington State Department of Transportation (WSDOT) on tsunami evacuation routes and signage Westport may be dependent on county and state agencies for transportation improvements |

6.3. Community Input

Community members emphasized that Westport is not defined by its city limits; people identify with a broader geographic area including South Beach, Ocosta, Grayland and other nearby areas. Many of the values described by Westport and South Beach community members encompass the wider region and are linked to area-wide development considerations. For example, community members highlighted rural character, natural resources contributing to economic vitality, and natural features for recreation among their values. These values could be compromised by unorganized or significant development of unincorporated areas around Westport, which would also pose challenges related to implementing hazard mitigation strategies. Furthermore, community members value the quality of public services they receive, including emergency services, education, and the affordability of housing in the region. These values are potentially vulnerable to expansion and growth in the region. However, expansion of facilities and services could be supported by increasing Westport’s tax base through annexation, if appropriate opportunities were to arise.

Community members described clean air and water, undeveloped beaches and natural areas, and lack of traffic and low population as examples of regional assets. In addition, community members highlighted some specific assets located beyond the city limits of Westport, such as South Beach Regional Fire Authority stations, the Grays Harbor Community Hospital, Ocean Spray cranberry

processing facilities and farms, gas stations, a rural airport, Grayland Local Store, Twin Harbors State Park, oyster farms, and other assets.

Community members discussed the vulnerability of values and assets to different change scenarios and potential strategies to mitigate these vulnerabilities. Table 17 below includes themes and examples of strategies relevant to area-wide development emphasized by workshop participants. It is important to note that many strategies identified below are cross-cutting; they may provide hazard mitigation as well as long-term resiliency and immediate co-benefits to residents and visitors.

Table 15. Community input related to the Area-Wide Development Element

| Strategy Theme | Strategy Examples |
|---|--|
| Connectivity throughout the region | <ul style="list-style-type: none"> • Explore options of “waterproof” transportation (e.g., ferry system) to increase connectivity to Ocean Shores/Hoquiam/Aberdeen, access for Coast Guard and first responders after an event, and long-term flood mitigation • Improve critical transportation infrastructure throughout the region including bridges, roadways, highways, and airport; add regional walking and biking trail system through higher ground, perhaps linking camping sites • Increase opportunities for community-building and engagement among residents of Westport and nearby areas |
| Information-sharing and preparedness | <ul style="list-style-type: none"> • Engage hotels, restaurants, and other services throughout the region to provide information about tsunami risk and evacuation • Improve access to emergency supplies throughout the region • Support creation of vertical evacuation structures, multi-story facilities, and evacuation routes to serve the wider region |
| Balancing growth and resilience | <ul style="list-style-type: none"> • Explore opportunities and assess community support for securing land on higher ground for the community to use as desired • Consider higher density development to increase capacity in higher elevation areas before and/or after event • Promote affordable housing and employment opportunities as a part of growth strategies • Conserve open spaces for ecosystem services and natural resource provisioning and possible future public use • Maintain rural and seaside character throughout the region (e.g., protect access to pristine natural areas, and prevent traffic/congestion) |

6.4. Recommendations

Table 16 below summarizes recommendations to consider when updating the Area-Wide Development Element, based on the opportunities for integrating hazard mitigation strategies outlined in *Section 6.2* and community input described in *Section 6.3*. Recommendations focus on four themes: growth and resiliency, geographic considerations, regional preparedness, and connectivity and transportation.

Table 16. Recommendations for Updating the Area-Wide Development Element

| | Recommendations | Hazard Mitigation Benefits | Description of Co-benefits |
|--------------------------------|---|---|--|
| Grays Harbor County HMP | Collaborate with the county so that new development outside Westport balances regional growth with resiliency and preserves local values/assets, including: <ul style="list-style-type: none"> • Promote and collaborate on expansion of vertical evacuation structure network • Support evaluation of critical facilities located outside city limits that serve Westport • Work with county on zoning regulations and other development policies that promote resilient development beyond city limits (e.g., higher density/vertical and affordable housing, hazard overlay to encourage appropriate land uses and structures) • Work with county to protect open spaces and important ecosystems outside Westport (e.g. dunes, wetlands, oyster beds, etc.) • Identify potential areas for new development that can create economic opportunities (e.g., wetland resort) | <ul style="list-style-type: none"> • Evacuation access and critical facilities outside city limits provide for current and potential new residents and visitors in the event of a hazard • New development is planned in consideration of hazards • Protected areas provide ecosystem services (e.g., buffering) that mitigate coastal hazards | <ul style="list-style-type: none"> • Creates opportunities for expanding rental/ affordable housing, employment access, economic growth without increasing hazard risk • Protection of Westport’s character and values (i.e., rural/seaside character) • Healthy ecosystems and natural resources |



| | Recommendations | Hazard Mitigation Benefits | Description of Co-benefits |
|--|--|--|--|
| Community Input, Additional Cases/Discussions | <p>Explore and consider opportunities and partnerships to gain access to high ground outside city limits that provides near-term uses/co-benefits, including:</p> <ul style="list-style-type: none"> • Assess community support for securing land on higher ground outside city limits as “insurance” against potential future SLR/tsunami flooding • Identify closest accessible and tsunami-safe high ground areas (e.g., dune ridges, land area immediately south and east of Westport) • Identify opportunities and feasibility of acquiring high ground outside city limits, including potential mechanisms or funding partners (e.g., annexation, land swap, lease agreements, easements, funding for outright purchase) • Identify near-term and long-term use goals of high-ground areas (see co-benefits), including in shortest term securing emergency access rights through currently locked private logging roads • Consider feasibility and desire to relocate critical services (e.g., fire department) to high ground near the city | <ul style="list-style-type: none"> • Provides access to an area that will be minimally impacted by tsunami or SLR that can be used to stage equipment and provide services to residents before/after an event | <ul style="list-style-type: none"> • Could be developed in the medium-to-long term for recreational or economic opportunities (e.g., hiking/camping, resort/retreat center, hunting lodge, etc.) |
| Grays Harbor County HMP, Community Input | <p>Collaborate broadly on hazard mitigation planning and implementation (i.e., “resilient together” mindset), including:</p> <ul style="list-style-type: none"> • Collaborate with the county to include areas outside Westport in public outreach and planning for emergency management and response (e.g., through South Beach emergency management case study) • Assist with engaging service industry (e.g., hotels and restaurants), community organizations, and emergency services throughout the region to provide information about tsunami risk and evacuation • Ensure that the city has adequate financial and human resources for hazard mitigation and response within Westport and as closest support for residents outside the city • Coordinate on evaluation of critical facilities and development of public facilities that are resilient to natural hazards | <ul style="list-style-type: none"> • Close collaboration with the county and other jurisdictions will help ensure that emergency response and communication plans are effective for the peninsula • Engaging businesses and organizations will improve communication with visitors and non-residents • Westport residents can access facilities and services outside the city that are resilient to hazards | <ul style="list-style-type: none"> • Planning efforts facilitate regional communication and network-building • Improved collaboration among hotels, restaurants, and businesses throughout the region • Increased or improved provision of public services and facilities |



| | Recommendations | Hazard Mitigation Benefits | Description of Co-benefits |
|---|---|--|---|
| Grays Harbor County HMP, Community Input | Promote regional connectivity to increase hazard resiliency and economic and social benefits, including: <ul style="list-style-type: none"> • Explore opportunities for alternative transportation, including a possible ferry to North Beach (e.g., Ocean Shores or mid-peninsula) and other areas, a ridge trail system providing beach access and connecting to Aberdeen, accessible logging/forest roads • Advocate for improvements to critical transportation infrastructure throughout the region including bridges, roadways, highways, and airport • Pursue opportunities to improve cellular and internet connectivity throughout region • Support efforts to increase tsunami evacuation route signage throughout the region | <ul style="list-style-type: none"> • New docks, roads, and trails could provide access for Coast Guard and first responders after an event • Improved infrastructure will be less likely to sustain damages and more likely to support evacuation • Improved cellular and internet connectivity support will support hazard response • Clear evacuation routes can improve success of evacuation | <ul style="list-style-type: none"> • Improved regional transportation can increase opportunities for community-building and engagement among residents of Westport and nearby areas, as well as new economic opportunities • Better cell and internet can increase opportunities for remote work • Better marking of thoroughfares can reduce congestion during busy seasons |

6.5. Reference Cases and Further Relevant Information

When incorporating area-wide strategies into local hazard mitigation, Westport can draw from examples of other small communities that are looking outside their city limits to improve resiliency to flooding. For example, in the Skagit Valley, the City of Hamilton is incorporating land acquisition out of the floodplain into their comprehensive plan. The City is outlining a vision of renewed economic vitality, preserved rural character, and flood risk mitigation in their long-term planning process. The plan includes acquiring land and encouraging commercial development outside of the historic town footprint. Hamilton is working with a local land trust, nonprofits, and state agencies on acquiring land outside the floodplain, which could require annexing part of their urban growth area. In this approach, no home or business would be relocated immediately, but access to the land would provide option for the community over time (Terrel 2018). A key difference between Westport and Hamilton is that Hamilton currently floods regularly, so there may be a more immediate need to utilize acquired land rather than holding it as a form of insurance against future needs. In addition, Westport can look to lessons-learned from previous land swap agreements in the area when exploring potential opportunities to acquire land outside the city limits, if the city chooses to pursue this approach. See Section 1.4. Overarching Considerations for a conceptual illustration of such an arrangement.

6.5.1. Section References

Terrel, S. (2018, September 9). Hamilton seeks funding to plan move out of floodplain. Skagit Valley Herald. Retrieved from: https://www.goskagit.com/news/hamilton-seeks-funding-to-plan-move-out-of-floodplain/article_2bd86566-ce4c-5986-a556-6656efa2dc52.html

Shoreline Master Program

7.1. Introduction

The Shoreline Management Act was adopted in 1972 and requires most towns and cities to implement a Shoreline Master Program (SMP). SMPs are a document of local land-use policies and regulations intended to guide the use of both public and private uses of shorelines to prevent harm caused by uncoordinated development of coastal areas. They are intended to protect natural resources for future generations, provide for public access to public waters and shores, and plan for water-dependent uses.

The Westport SMP is located in Appendix C of the Comprehensive Plan and identifies eight main elements, each with their own goals. The summary goal for each individual element is described below.

- **Economic development:** to maintain and enhance shoreline related industry
- **Public access:** to maintain and improve existing public access to publicly-owned shorelines and to secure additional access
- **Circulation:** 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
- **Recreation:** to provide proper recreational opportunities for local citizenry and to maintain and enhance tourism resources
- **Land use:** to promote the best possible pattern of land use and devise a pattern beneficial to the natural and human environments
- **Conservation:** to identify the resources of the region, valuable (historic, cultural, scientific, educational) sites and restoration: sites located within the shoreline jurisdiction are identified and preserved
- **Historic, Cultural, Scientific, and Educational Sites and Structures:** Historic, cultural, scientific, and educational value should be preserved and maintained through park use or historic designation.
- **Restoration:** 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.

Shoreline Policies in the Shoreline Master Program are organized into four sections:

- Activity and Development Policies (including agricultural practices, aquaculture, mining, landfill, dredging, clearing and excavation, waste disposal, public access, tourist and commercial activities, ports and water related industry, residential development, recreation, utilities, road and railroad design and construction, marinas, shoreline works and structures, and archaeological and historic sites)
- Natural System Policies (including accreted oceanfront lands, estuary, floodplains and marshes)
- Shoreline Environment Policies (including urban environment, rural environment, conservancy environment and natural environment)

- Administration Policies.

Because Westport has not yet included sea level rise in their SMP or Hazard Mitigation Plan, there is the opportunity to not only benefit from the best available science and most recent projections available, but to learn from what other cities and counties have already done. Comparing these other strategies with input from their own community and tsunami scenarios creates the opportunity for Westport to optimize their approach and increase resilience against multiple threats.

7.2. Opportunities for Integration

Because of Westport’s geographic location and increased vulnerability as compared to inland cities within the same county, it is important to define the different risk scenarios using the best available science to inform hazard mitigation. In addition to maps and projections, including a more in-depth explanation of how each scenario will impact Westport will be valuable to all city planning going forward. For example, in Olympia’s annex of the Thurston County HMP, they list what critical infrastructure will be impacted, what measures can be taken to prevent or mitigate the impact to the structure, and the approximate cost of such measures. Including similar risk assessments of Westport’s most critical utilities within the shoreline jurisdiction, including roads and bridges, will localize the Grays Harbor County HMP to suit the unique needs as a coastal city and considerations for Westport’s long-term planning efforts. Table 19 below lists the six initiatives in the current Westport Annex of the Grays Harbor County HMP and identifies alignment with the SMP as well as obstacles or conflicts.

Table 17. Aligning hazard mitigation initiatives and the Shoreline Master Program

| Hazard Mitigation Initiative | Opportunities for Alignment with SMP Goals | Conflicts with or Obstacles to Alignment with SMP Goals |
|--|---|--|
| Vertical Tsunami Evacuation Structure | <ul style="list-style-type: none"> • Constructing one of the future tsunami structures near the beach and including a scenic viewing platform on the top floor would make beach recreation safer and provide opportunities for tourists and locals to enjoy an unobstructed view of the shoreline. | <ul style="list-style-type: none"> • It may be difficult to find a stable location with quick access to the beach because of unstable sediments and potential liquefaction. |
| Public Outreach Program | <ul style="list-style-type: none"> • Building a strong social media presence to educate residents and visitors about hazards and creating individual response plans. • Having brochures related to tsunami safety easily accessible in hotels and tourist rental properties. | <ul style="list-style-type: none"> • This may not reach the most vulnerable audiences, such as the elderly and disabled. |
| Emergency Management Plans | <ul style="list-style-type: none"> • Include sea-level rise projections and their effect on storm surge and 100-year flood conditions in the risk assessment. | <ul style="list-style-type: none"> • Could require a costly outside consultant. |
| Emergency Communication Plan | <ul style="list-style-type: none"> • Effective signage at all beach access points for tourists and visitors who are unfamiliar with local conditions and navigation. | <ul style="list-style-type: none"> • May conflict with signage limitations in the SMP |
| Critical Facilities Evaluation | <ul style="list-style-type: none"> • Vulnerability assessment of the wastewater/stormwater treatment plant located near the shoreline. | <ul style="list-style-type: none"> • Associated costs. |

| | | |
|---|---|---|
| Transportation and Right of Way Improvements | <ul style="list-style-type: none"> Multiple earthquake-resistant walkways to the beach for better access and quicker evacuation. | <ul style="list-style-type: none"> May be costly to engineer and construct walkways to resist earthquake damage. |
|---|---|---|

7.3. Community Input

Interacting with the community of Westport provided context for understanding how the residents prioritize their values and assets. This understanding made it possible to provide recommendations that residents would support implementing.

7.3.3. Strategies Suggested by Community Members

Table 20 below includes overarching themes and examples of potential hazard mitigation strategies recommended by community members during workshops.

Table 18. Community input related to the Shoreline Master Program

| Strategy Theme | Strategy Examples |
|---|--|
| Navigation and evacuation to neighboring communities | <ul style="list-style-type: none"> Replace the Westport bridge, which is vulnerable under the 2-3 feet sea level rise scenario. Reroute State Route 105 and raise/reinforce main evacuation road in Westport. Relocate the airport. |
| Emergency Preparedness | <ul style="list-style-type: none"> Have information available in hotels and rental homes near the shoreline about potential hazards and evacuation plans. Build additional vertical evacuation structures that serve multiple purposes. |
| Balancing growth and resilience | <ul style="list-style-type: none"> Tax breaks or incentives for people to build outside of hazard areas and on high ground. Build a full-service resort near the beach with conference room to attract tourism and boost the economy. Build an apartment building so that workers have a place to live in Westport without buying a home. |

7.4. Recommendations

The following recommendations include changes to the Westport Annex of the Grays Harbor County HMP, policy recommendations, recommendations based on community input and one additional recommendation identified as a gap when comparing the SMP goals with the Grays Harbor County HMP objectives.

The most important of these, as it informs all planning in the shoreline jurisdiction, is to create a new goal in the SMP that addresses sea level rise. The goal should include recognition and monitoring the potential effects of sea level rise as additional scientific information becomes available. It should suggest minimizing the impacts of sea level rise on the shoreline environment with strategies that meet the existing goals of the SMP; to protect shoreline ecological functions, allow water-dependent uses and provide public access.

Including the most recent projections and maps of sea level rise scenarios in the SMP would provide information to planners and developers needed to decide what standards to meet when building in

vulnerable areas, or encourage them to build outside of these vulnerable areas. It would also inform any changes to policy, such as incorporating sea level rise projections into the permitting process. For example, having certain elevation requirements or setback requirements for new construction. At the next major update of the SMP consideration should be given to additional specific policies and regulations based on the newest scientific projections.

Recommendations from the community are based on conversations about the value they place in having easy access to neighboring communities via the Westport bridge and State Route 105. These are both vulnerable to floods resulting from sea level rise or tsunami and it is recommended to assess the feasibility, timeline, and cost of replacing the Westport bridge with one more capable of withstanding earthquakes and liquefaction. Similarly, an assessment of the feasibility of rerouting State Route 105 to a path further inland is recommended.

As an alternative to relying on uncertain future projections of sea level rise, it might be beneficial to devise action items based on benchmarks of sea level rise. This could be put in place as an overall strategy as well as having a timeline of strategies for individual structures. For example, using the wastewater treatment plant as a case study, it might look like:

- At 6 inches of sea level rise, seal the plant with waterproofing and create protective berms.
- At 12 inches of sea level rise, install valves or switches to prevent back flow of water through pipes.
- At 18 inches of sea level rise, elevate the structure and begin researching a new location for the plant.
- At 24 inches of sea level rise, begin construction of the new plant and decommission current plant.

This strategy is most useful when planning for infrastructure that already exists and for incorporating future policies. When building new structures, future projections become more important when mitigating against future conditions.

Finally, to combine the intention of the SMP goal to provide access to the beaches and the Grays Harbor County HMP objective to improve emergency response, it is recommended to construct earthquake resistant walkways to the beach from the main trail/road. Having these walkways go over the top of the dune vegetation will protect it from people cutting paths through the vegetation, which provides the important ecosystem service of strengthening the dunes and protecting from erosion. These walkways will also help people evacuate the beach more quickly and provide a more stable path for those who have trouble walking or require a wheelchair. Table 21 includes recommendations for updating the SMP.

Table 19. Recommendations for Updating the Shoreline Master Program

| | Strategies | Hazard Mitigation Benefits | Co-benefits for Community |
|--------------------------------|---|--|---|
| Grays Harbor County HMP | New goal for SMP: Recognize and monitor the potential effects of sea level rise as additional scientific information becomes available. | Prevents damage to infrastructure by providing building standards that protect against sea level rise. Added benefit of increasing resilience to flooding associated with a tsunami. | Protects community from loss of critical utilities. |

| | Strategies | Hazard Mitigation Benefits | Co-benefits for Community |
|-----------------------|--|--|---|
| | Include most recent projections and maps of sea-level rise scenarios in the Grays Harbor County HMP. | Provides planners with a hazard profile and what they could expect over the lifetime of newly constructed projects. | Prevents loss of access to and benefits of built capital that might have otherwise been damaged by sea level rise. |
| | Establish benchmarks for sea level rise amounts rather than planning for uncertain timelines. | Creates a framework for planning for existing infrastructure and possible modifications to building codes as needed. | Impacts potential taxes on residents and costs to builders on an as-needed basis rather than preemptively. |
| Policy | Provide information about sea level rise to development permit applicants or include sea level rise into the permitting process (example: requirements for elevation of structures). | Ensures new infrastructure is built to certain standards and more resilient to sea level rise or tsunami impact. | New buildings and homes more capable of withstanding certain hazards. |
| | Modify setbacks or encourage location of new or replacement development outside of areas vulnerable to sea level rise, associated flooding and tsunami. | Ensures new infrastructure is built to certain standards and more resilient to SLR or tsunami impact. | New buildings and homes more capable of withstanding certain hazards. |
| Community Input | Assess the potential timeline of new bridge construction as compared to the sea level rise projections and probabilities from the WA coastal network (www.wacoastalnetwork.com). | Increases the reliability of one of the most crucial evacuation routes. | Ensures that access to neighboring cities will not be cut off. |
| | Conduct vulnerability assessment of wastewater treatment plant to determine need for mitigation of saltwater intrusion or system overload due to sea level rise and storm surges. | Prevents loss of services and pollution to the coastal waters due to discharge of untreated water if treatment plant is overwhelmed. | Protects community from potential health hazard and ensures availability of wastewater treatment services. |
| Other Cases/Practices | Construct earthquake resistant walkways to the beach which go over the dune vegetation to provide more convenient beach access and multiple quick routes for evacuation to Westport Light. | Allows residents and tourists to evacuate from the beach more quickly. | More convenient access to the beach and built walkways are more easily traveled by those who are elderly or disabled. |

7.5. Reference Case(s) and Further Relevant Information

Adopted in 2015, the current version of Olympia’s Shoreline Master Program was their first major update since 1994. This seven-year process involved “extensive public participation.” An introductory paragraph in the Olympia Shoreline Master Program states the following:



“New scientific data and research methods have improved our understanding of shoreline ecological functions and their value in terms of fish and wildlife, water quality and human health. This information also helps us understand how development in these sensitive areas impacts these functions and values. The new Shoreline Guidelines, upon which this SMP is based, reflect this improved understanding and place a priority on protection and restoration of shoreline ecological functions.”

Below outlines the specific ways that Olympia incorporated sea level rise into their Shoreline Master Program:

Box 1. Excerpt from Section 2.4 of Olympia's Shoreline Master Program Document

Box 2. Excerpt from Section 2.9 of Olympia's Shoreline Master Program Document

SMP SECTION 2: GOALS AND POLICIES; 2.4 SHORELINE USE AND DEVELOPMENT POLICIES.

D. The City should continue to develop information about the impacts of sea level rise on the shoreline and other affected properties; the City should develop plans to address the impacts of sea level rise in collaboration with impacted property owners, the community and the Department of Ecology. These plans should include at minimum flood prevention approaches, shoreline environment impact considerations and financing approaches. The City should amend the Shoreline Master Program and other policy and regulatory tools in the future as necessary to implement these plans.

E. The City should consider the impacts of sea level rise as it plans for the rebuild of Percival Landing and other shoreline improvements and it should be designed to provide for a reasonable amount of sea level rise consistent with the best available science and the life cycle of the improvements.

SMP Section 2: Goals and Policies; 2.9 Marine Recreation Management Policy:

G. The City recognizes that the Marine Recreation shoreline (Reach 5C) and the adjoining Urban Conservancy/Urban Intensity shoreline in Reach 6A provide a variety of benefits to the community including boat moorage, utility transmission, transportation, public access, water enjoyment, recreation, wildlife habitat and opportunities for economic development. These benefits are put at risk by continued shoreline erosion. The City recognizes that there exists a need to develop a detailed plan for shoreline restoration and stabilization for Reaches 5C and 6A and encourages the Port to partner in this effort.

1. This plan may include:

- a. Measures to enhance shoreline stabilization through the introduction of bioengineered solutions.
- b. Measures to incorporate habitat restoration water-ward of the OHWM. c. Measures to incorporate public access and use through trails, public art, parks and other pedestrian amenities.
- d. Measures to incorporate sea level rise protection.
- e. Setbacks, building heights and building design considerations.

Specific projections and maps are not included in Olympia’s Shoreline Master Program and are instead grouped in with their “Floods” portion of their annex in the Thurston County HMP. They include an explanation of three scenarios as follows:

- A one-foot sea level rise could result in localized flooding on some city streets and low-lying structures during extreme high tides which occur once or twice a year.
- A two-foot sea level rise combined with a high tide would overwhelm some stormwater utility pipes' ability to handle run-off from storm events causing more widespread flooding. Higher sea levels could cause a reverse flow in stormwater drainage systems resulting in sea water flowing out of some street drains onto city streets.
- A three foot-rise would cause seawater to crest over some shoreline segments during extreme high tides and flood a large portion of the downtown. Higher sea levels could further lead to seawater infiltrating wastewater pipes through infiltration and flows into combined storm drains and stress the treatment capacity of the region's LOTT wastewater treatment facility.

The Olympia Annex of the Thurston County HMP goes on to individually list the most vulnerable infrastructure, including roads, railway, bridges and parks. Each item includes an explanation of the specific impact rising waters would have on the structure, the planned measure for mitigation and the estimated cost. The “Flood” category with sea level rise included is listed with high probability, moderate vulnerability, and high-moderate risk.

7.5.1. Section References and Maps

Lawrence, J., Bell, R., Blackett, P., Stephens, S., Allan, S. (2018). National guidance for adapting to coastal hazards and sea-level rise: Anticipating change, when and how to change pathway. *Environmental Science & Policy*, 82, 100-107.

Ruggiero P., Hacker S., Seabloom E., Zarnetske P. (2018) The Role of Vegetation in Determining Dune Morphology, Exposure to Sea-Level Rise, and Storm-Induced Coastal Hazards: A U.S. Pacific Northwest Perspective. In: Moore L., Murray A. (eds) *Barrier Dynamics and Response to Changing Climate*. Springer, Cham

Thurston County Hazard Mitigation Plan. (2017). Retrieved from https://www.co.thurston.wa.us/em/Plans_Reports/FEMA_HazardsMitigationPlan_June2017_Final.pdf

Grays Harbor Hazard Mitigation Plan. (2018). Retrieved from http://www.co.grays.harbor.wa.us/Emergency%20Management/Hazard%20Mitigation%20Planning/GraysHarborCountyHMP_Vol2_Jurisdictional_Annex_Draft_2018.pdf

WASHINGTON COASTAL HAZARDS RESILIENCE NETWORK. (2018). Retrieved from <http://www.wacoastalnetwork.com>

City of Kenmore Critical Areas Regulations and Shoreline Master Program Gap Analysis and Recommendations. (2018). Retrieved from http://www.cityofkenmore.com/sites/default/files/Community_Development/Kenmore%20Financial%20Gap%20Analysis%208.30.18.pdf

RELATIVE SEA LEVEL PROJECTIONS FOR RCP 8.5 FOR THE COASTAL AREA NEAR: 46.9N, 124.1W (WESTPORT, WA)

Projected average sea level magnitudes, in feet, for different assessed likelihoods and time periods.

| | Assessed Probability of Exceedance: | | | | | | | | | |
|------|-------------------------------------|------|------|-----|-----|-----|-----|-----|-----|-------|
| | 99% | 95% | 90% | 83% | 50% | 17% | 10% | 5% | 1% | 0.10% |
| 2010 | -0.1 | -0.1 | -0.1 | 0 | 0 | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 |
| 2020 | -0.1 | -0.1 | 0 | 0 | 0.1 | 0.2 | 0.2 | 0.2 | 0.3 | 0.4 |
| 2030 | -0.1 | -0.1 | 0 | 0 | 0.2 | 0.3 | 0.3 | 0.4 | 0.5 | 0.6 |
| 2040 | -0.2 | 0 | 0 | 0.1 | 0.3 | 0.4 | 0.5 | 0.6 | 0.7 | 1.1 |
| 2050 | -0.2 | 0 | 0.1 | 0.2 | 0.4 | 0.7 | 0.8 | 0.9 | 1.1 | 1.7 |
| 2060 | -0.1 | 0.1 | 0.2 | 0.3 | 0.6 | 0.9 | 1 | 1.2 | 1.5 | 2.6 |
| 2070 | -0.1 | 0.2 | 0.3 | 0.4 | 0.8 | 1.2 | 1.3 | 1.5 | 2.1 | 3.6 |
| 2080 | -0.1 | 0.2 | 0.4 | 0.6 | 1 | 1.5 | 1.7 | 2 | 2.7 | 5 |
| 2090 | -0.1 | 0.3 | 0.5 | 0.7 | 1.2 | 1.9 | 2.1 | 2.4 | 3.4 | 6.2 |
| 2100 | -0.1 | 0.4 | 0.6 | 0.8 | 1.5 | 2.3 | 2.6 | 3 | 4.3 | 7.8 |
| 2110 | 0.1 | 0.5 | 0.7 | 0.9 | 1.6 | 2.4 | 2.8 | 3.3 | 4.9 | 9.2 |
| 2120 | 0.1 | 0.6 | 0.8 | 1.1 | 1.9 | 2.9 | 3.3 | 3.9 | 5.9 | 10.8 |
| 2130 | 0.1 | 0.6 | 0.9 | 1.2 | 2.1 | 3.3 | 3.8 | 4.5 | 6.9 | 13.3 |
| 2140 | 0.1 | 0.7 | 1 | 1.4 | 2.4 | 3.7 | 4.3 | 5.1 | 8 | 15.1 |
| 2150 | 0.1 | 0.7 | 1.1 | 1.5 | 2.7 | 4.2 | 4.9 | 5.9 | 9.2 | 17.6 |

For more information about these projections go to www.wacoastalnetwork.com/wcrp-documents.html

Figure 22. Sea Level Rise Projections for Westport (Climate Impacts Group)

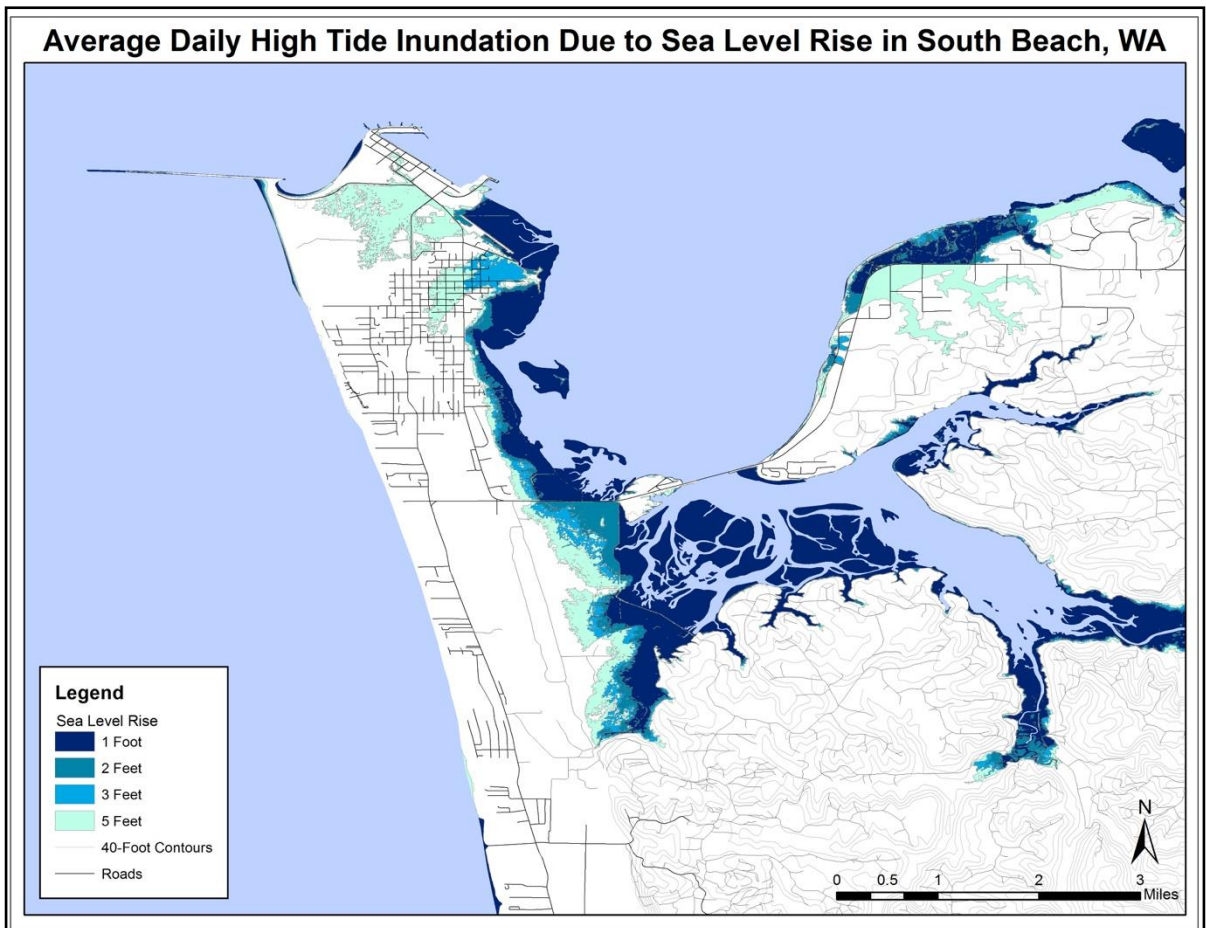


Figure 21. Projected Inundation at Daily High Tide under 1-5 Feet of Sea Level Rise

Health and Well-Being Element

8.1. Introduction

Westport has become one of the most hazards-conscious coastal cities in Washington with the highest economic impacts in the county (The Port of Grays Harbor, 2018). However, the community relies only on a few health service providers, and residents often go to hospitals or community health centers outside the city. This convinced our team that Westport should consider the integration of a health and well-being element into the city's future Comprehensive Plan. To improve its resilience toward hazards, particularly tsunamis, the Westport community should strive to expand access to health care, capable of delivering primary emergency aid as well as on-going services to the community effectively.

Community health centers are one focus of this new recommended Element for the Comprehensive Plan Update. Such centers aim to provide multiple health services to a community, particularly those whose members live in poverty and are medically underserved. Having a community health center or clinic that meets the needs of Westport residents and employees will enhance the community's health and well-being, strengthen the City's attractiveness to new residents and workers, and also enhance the City's resilience to uncertain environmental changes and hazards. Given the community's small population and rural and relatively isolated location, however, providing comprehensive health services locally is not feasible. Therefore, this Element also recommends developing a robust telehealth system capable of functioning even in times of transportation and telecommunication systems disruption. Coordination with Grays Harbor County Public Health and Social Services is of course essential for all health-related policies.

8.2. Opportunities for Integration

8.2.1. Health and Well-being as a New Element

To improve the Comprehensive Plan, we recommend Health and Well-being as a new element, particularly after reviewing the post-disaster experience of New Orleans after Hurricane Katrina. New Orleans' Plan for the 21st Century: New Orleans 2030. Although New Orleans is a much larger population center than Westport, its new Master Plan paid particular attention to the viability of small neighborhood-based communities and also emphasized health and well-being. Some potentially useful elements in that plan for consideration by Westport and Grays Harbor County Public Health and Social Services (GHCPHSS):

1. Engage the community clinics and community groups into health and well-being planning
2. Coordinate partnerships between health and human service providers
3. Provide a policy of offering incentives to encourage the community-based health service providers
4. Establish a partnership with health insurance companies to ensure its coverage for all residents, especially for the elderly and low-income communities
5. Develop evaluations and assessment to increase the quality of health services and their delivery

Although health and well-being is not yet included as a chapter of the Comprehensive Plan, the need for this Element has been expressed both in the Grays Harbor County HMP and the Comprehensive Plan. Brief descriptions about health and well-being element can be found in the following sections and pages :

1. In the Grays Harbor County HMP, brief descriptions about health and well-being are located in the *Critical Facilities and Infrastructure Section* on page 3.10 and page 3.14, and the *Community Profile – Defining the Planning Area Section* on page 3.21 and page 3.24
2. In the Comprehensive Plan, the descriptions are located in the *Public and Semi-Public Land Use Section* on page 4.5.

Facilities that accommodate health and well-being include hospitals, clinics, outpatient care centers, and specialized care centers, such as birthing centers and psychiatric care centers (U.S. National Library of Medicine, 2018). Based on our review of the HMP, medical and health facilities in the county are located primarily in the cities of Aberdeen, Elma, Hoquiam and McCleary (Figure 31) (Bridgeview Consulting, LLC., 2018, p. 14). Westport has some health care service providers whose facilities are concentrated in the city center – a physician, pharmacy, optician, dentist, licensed massage practitioner, and alternative medicine provider. For obtaining multiple health services, most of Westport community go to hospital in Aberdeen, which is located about 21 miles from Westport’s city center and includes a drive over the State Route 105 bridge.

| Jurisdiction | Medical and Health | Government Functions | Protective Functions | Schools | Hazmat | Other* | Total |
|------------------------------------|--------------------|----------------------|----------------------|-----------|-----------|-----------|------------|
| Unincorporated Grays Harbor County | 0 | 6 | 34 | 28 | 24 | 0 | 92 |
| Aberdeen, City of | 3 | 6 | 12 | 27 | 19 | 4 | 71 |
| Cosmopolis, City of | 0 | 2 | 2 | 1 | 3 | 0 | 8 |
| Elma, City of | 2 | 2 | 2 | 4 | 2 | 0 | 12 |
| Hoquiam | 1 | 6 | 5 | 10 | 9 | 3 | 34 |
| McCleary | 1 | 1 | 3 | 3 | 1 | 0 | 9 |
| Montesano | 0 | 9 | 7 | 5 | 4 | 2 | 27 |
| Oakville | 0 | 1 | 2 | 4 | 0 | 0 | 7 |
| Ocean Shores | 0 | 1 | 2 | 1 | 2 | 0 | 6 |
| Westport | 0 | 3 | 3 | 0 | 9 | 1 | 16 |
| Total | 7 | 37 | 72 | 83 | 73 | 10 | 282 |

Figure 23. Number of critical facilities in Grays Harbor County Jurisdictions (Bridgeview Consulting, LLC, 2018)

8.2.2. Identifying the Health and Well-being Element Opportunities for Integration

Table 22 below includes the six hazard mitigation initiatives identified in the Grays Harbor County HMP, as well as opportunities and potential obstacles to integrating these initiatives with health and well-being priorities. The six initiatives of the hazard mitigation strategy became our basis to analyze the opportunities of health and well-being element integration into the Comprehensive Plan. For this new element, we used literature from academic publications and feedback from public engagement to analyze the opportunities for integrating health and well-being considerations.

Table 20. Aligning Hazard Mitigation Initiatives and the Proposed Health and Well-Being Element

| Hazard Mitigation Initiative | Opportunities for Alignment with Health and Well-being Development | Conflicts with or Obstacles to Alignment with Health and Well-being Development Goals |
|--|--|---|
| Vertical Tsunami Evacuation Structure | <ul style="list-style-type: none"> Establishing vertical building structures integrating living wall or garden design can enhance physiological, environmental, and aesthetic benefits that contribute to health (Pérez-Urrestarazu, Fernández-Cañero, Franco-Salas, & Egea, Vertical Greening Systems and Sustainable Cities, 2016, pp. 7-8). In Westport, vertical tsunami evacuation structure with living wall can encourage positive feelings that increase health, enhance people’s pride, promote social interaction, provide space for community garden’s creativity and movement, increase seacoast biodiversity and environmental quality, and provide alternative foods supplies for resilience in Westport. Including medical clinic space with telehealth capacity in a multistory building built also as a tsunami evacuation center. Such space could be integrated with any new ambulance and fire department or other critical facility of priority to the city, with capacity to respond to a major disaster and support recovery of people who shelter there or nearby. | <ul style="list-style-type: none"> Feasibility study needed to assess green vertical evacuation center installation and sustainability. City inventory of vegetation is required for green vertical planning. High cost associated with green infrastructure |
| Public Outreach Program | <ul style="list-style-type: none"> Improving the broadband connection quality and networks to support a telehealth system can ensure access to healthcare, reduce cost of care, enhance quality of care health programs to reach community (Cho, Mathiassen, & Gallivan, 2008, pp. 1-2), and allow hazards warning notification and primary emergency care particularly for people living in remote areas. Improving the health and well-being program outreach for elderly in Westport by adopting door-to-door outreach can ensure that the elderly obtain health care services information, develop social interaction with social workers, and obtain complete information related to resilience (FEMA, 2014, p. 1). | <ul style="list-style-type: none"> Networking with telecommunication service providers can be challenging. Elderly and other populations less familiar with technology may require social workers or volunteers for outreach programs. |
| Emergency Management Plans | <ul style="list-style-type: none"> Developing integrated care that responds to the unique needs of diverse medically underserved areas and populations in Westport can improve the health service delivery to geographically and culturally isolated communities (minorities), strengthen neighborhood’s social bond and pride, and allow the delivery of multiple medical cares to community during and after hazards (Jackson & Gracia, 2014, p. 58). Developing healthcare systems that meet population’s drivers and needs in Westport through Community Health Needs Assessment can help the city to address population health by prioritizing the most vital needs of the community, and help the city to allocate resources in time of needs or hazards (The Center for Health Design, 2016, p. 4; Centers for Disease Control and Prevention, 2015, pp. 1-4). Building health service networks and collaborations between health service providers in Westport (e.g. physician, optician, | <ul style="list-style-type: none"> Developing healthcare center requires designers and facility planners. Encouraging community-based health service providers may need incentives, government’s supports related to infrastructures, community-based planning, and professionals in health service and |

| Hazard Mitigation Initiative | Opportunities for Alignment with Health and Well-being Development | Conflicts with or Obstacles to Alignment with Health and Well-being Development Goals |
|---|---|---|
| | <p>dentist, alternative healers, pharmacies, drug stores), and those outside the city, such as medical and Indian tribal wellness centers in Shoalwater Bay and Tokeland, hospitals in Aberdeen, Olympia, Shoalwater Bay, can promote consortium of health services across all communities, strengthening socio-cultural relationships between cities, increasing high-quality health services for all community and improving coordination in health services delivery during hazards and resilience of wide-scale regions toward hazards (Tasmanian Government, 2018).</p> <ul style="list-style-type: none"> Improving the local food pantries by engaging foods producers and stakeholders in Westport: seafood producers, oyster producers, community gardens, and others, to promote food resilience in the face of hazards (Food and Agriculture Organization, IFAD, & World Food Programme, 2015, pp. 2-3; Green & Cornell, Regional Market Analysis of Food Security and Regional Resilience: Whole Community Preparedness through Local Food Production and Distribution in Washington State, 2014, pp. 45-46; Hodgson, 2012). | <p>have cultural competency.</p> <ul style="list-style-type: none"> City’s demographic data, categorization of vulnerable groups of people and their population distributions need to be updated. Cross-regional agency, provide, and insurance coordination for health services networks is complex. |
| Emergency Communication Plans | <ul style="list-style-type: none"> Creating a voluntary database with a web form can help to identify individuals who require primary health assistance in time of hazards. This requires eligible individual or community to voluntarily assist vulnerable individuals/ communities. For Westport, it can help to update its demographic database, decide prioritization for emergency aid, and allocate resources efficiently before, during, and after hazards. For the community, it can strengthen the social bonds based on trust among peers (Centers for Disease Control and Prevention, 2015, p. 6). | <ul style="list-style-type: none"> City’s demographic data, categorization of vulnerable people, and distributions of high-risk people especially homeless, need to be updated. |
| Critical Facilities Evaluation | <ul style="list-style-type: none"> Establishing a community health evaluation and assessment tool can help policy makers to effectively identify, plan, and implement needed policy, systems, and environmental changes, monitor changes over time, recognize the needs of community in terms of health improvement, and increase the quality of health services in Westport. This tool will help the Westport community to obtain updated health services due to environmental changes and increase resilience to hazards (Community Health Assessment and Group, 2010, p. 1). | <ul style="list-style-type: none"> Infrastructure and human resources for running the evaluation tool as periodic activity need to be prepared. |
| Transportation and Rights of Ways Improvements | <ul style="list-style-type: none"> Improving the safety level of the route connecting health care providers in Westport to residential, marina district, critical facilities (fire department, police department), and other areas, improve evacuation during hazards (Weerasinghe, Hokugo, & Ikenouchi, 2011, p. 169). Integrating pedestrian friendly design into Westport’s streets system connecting health care service providers, food resources and other areas can enhance social interaction, positive feelings, and health. (Ewing, 1999, p. 2; Braun & Read, 2015, p. 6). | <ul style="list-style-type: none"> Requires extensive assessment of city’s street system and infrastructure quality. Funding and expertise for on-going assessment process is challenging. |

8.3. Community Input

8.3.1. Workshops

The Westport community has provided our team with valuable information to help develop our recommendations for the Comprehensive Plan. The community identified important values and assets and suggested inspiring ideas to withstand specific types of hazards. Described below are the themes of community input that we identified relevant to this element in relation to the city’s social, built, and natural assets, and community’s hazards mitigation strategies.

- **Social Assets:** The Westport community has social assets that include community clinics, community gardens, seafood processing workers, oyster farmers, commercial and recreational crabbers, and people who are generally hardworking, self-sufficient, resourceful, and outdoor survivalists, with strong social bonds, and support from local and regional public agencies.
- **Natural Assets:** Westport community has an abundant amount of healthy foods mainly provided by the ocean.
- **Built Assets:** Westport community has affordable housing.

In addition, the Westport community provided us ideas about how they would adapt to environmental changes particularly sea level rise and tsunamis:

- Update land use zoning due to climate changes/hazards to protect oyster habitats
- Support people’s reliance on local clinics and hospital located in Aberdeen
- Improve public access to fresh foods provided by oceans
- Protect critical infrastructures from hazards, including the fire department, water and electrical services

8.3.2. Field and Literature Studies

Westport’s Assets and Vulnerabilities

Based on the UW team’s observations and discussions with Westport’s local government, and workshops in November 2018, we identified professionals in health and human services who have serve the community. Table 23 shows the city’s health care services providers in Westport and those in Grays Harbor County.

Table 21. Types of Healthcare and Social Services Providers in the City of Westport in 2018

| Group | Services |
|------------------------------------|--|
| The Beach Clinic | Physician, family medicine |
| South Beach Vision Clinic | Optician |
| South Beach Dental Clinic | Dentist |
| Massage therapy | Licensed massage practitioner |
| Star Song Healing | Alternative medicine |
| Veterans of Foreign Wars Post 2057 | Veterans, seniors, community space |
| Twin Harbor Drug | Medicines, health supplies and prescriptions |

Interviews with some of these providers and local residents suggests that the Westport community, whose population in 2017 was about 2,115 people (Bridgeview Consulting, LLC., 2018), needs a broader range of types of health services inside the city limits. To obtain multiple health services, the Westport community goes to health care facilities in Shoalwater Bay and Tokeland, or to hospitals in Olympia, Elma, and Aberdeen. In the time of hazards, this condition reflects a disadvantage in which Westport community cannot obtain adequate emergency care from the available health care service providers in the city. Travelling on land after hazards to reach hospitals outside Westport, could also increase the risks. Westport can improve its resilience to hazards by evaluating its environmental capacity to withstand the worst hazards and establish critical facilities, including a community health care center and/or increased telehealth capacity.

Westport may also have a disproportionate share of vulnerable residents with limited resources to evacuate, stockpile food, store medications, and shelter in place (Bridgeview Consulting, LLC., 2018, p. 27). The median age is about 44 years old, older than the median age of the county and state population. The poverty rate is estimated at 23.5%, with household median income only 53% of the state's (Deloitte, Macro Media, & Datawheel 2018). Mobile homes, trailers and other non-standard housing units account for 10% of all housing units in Westport, but interviews suggest the share of the population living in such units may exceed 27% (State of Washington Office of Financial Management Forecasting & Research Division, 2019, Table 8, p.31). Most such units are concentrated in RV parks in low-elevation locations. Vulnerable populations have limited access to media of communication and knowledge of evacuation routes. Obtaining information on the number and distribution of homeless or transient residents, seasonal workers, and other vulnerable members of the community is challenging, but effective hazard mitigation and emergency preparedness plans must account for these populations.

Community Input for the Health and Well-Being Element

The strategies listed in Table 24 are based on what we learned from community of Westport, field studies, the class studio, and literature studies. The community input was gathered from our workshops in November 2018, final presentation, and open house in December 2018, discussions, while the other findings came from our site visits and additional research.

Table 22. Community Input Related to Health and Well-Being

| Strategy Theme | Strategy Examples |
|---|--|
| Improving access to high-quality health services | <ul style="list-style-type: none"> Promote telehealth technology to improve health service delivery especially for elderly, disabled and others facing mobility challenges. |
| Building networking and social capital in health development | <ul style="list-style-type: none"> Establish collaborations between health service providers in Westport with those in Aberdeen, Olympia, and Shoalwater Bay to promote a consortium of health services for all communities, strengthen socio-cultural relationships between cities, and improve resilience of wide-scale regions to withstand disaster Promote networks with Shoalwater Bay and Tokeland communities in health services, including the Indian Tribe's health services providers to improve coordination during hazards in wide-scale regions, knowledge and lesson learned towards disaster mitigation, social-cultural bond between cities, local knowledge of Tribe's medical and health services Encourage long-term partnerships between health service providers in the city, |

| Strategy Theme | Strategy Examples |
|--|--|
| | employers/business owners, and health insurance companies to ensure affordable and high-quality health services for elderly, low income people, minorities and children |
| Engaging the community in comprehensive health and well-being planning | <ul style="list-style-type: none"> ● Provide support for the current health service providers (physician, optician, dentist, licensed massage practitioner, alternative medicine) in Westport to enhance their health services to the community ● Provide opportunities for local people to help with outreach regarding the health programs especially to elderly residents through door-to-door outreach ● Improve the community’s involvement in actively updating their information for the city’s demographic database to enable resilience planning; updating vulnerable groups of people and categorizations, and prioritizing/allocating resources. |
| Improving access to fresh and healthy foods | <ul style="list-style-type: none"> ● Increase opportunities for public events especially food festivals, farmers markets, fishing groups to take place in the city center to increase public awareness and appreciation of natural resources ● Increase community awareness of the city’s natural resources through cultural/sport events: hunting games, fishing games, or tourism of community gardens, organic farms, seafood processing, oyster beds, crabs, cranberry, mushrooms, to build food resilience |
| | <ul style="list-style-type: none"> ● Update Shoreline Master Program to protect shellfish habitats and farms from uncertain environmental changes especially hazards |
| Securing critical facilities and lifeline system | <ul style="list-style-type: none"> ● Relocate community health service providers to high ground area in Westport to ensure health services availability for Westport community before and after hazards ● Relocate critical facilities such as Emergency Medical Services and the fire department to high ground areas within the city limit to cope with sea level rise and liquefaction risk ● Consider establish critical facilities (e.g., Emergency Medical Services, fire department) on high ground areas in vacant land outside the city to cope with tsunami risks ● Evaluate and strengthen the bridge structures connecting cities of Westport and Aberdeen to improve public safety and accessibility ● Secure lifeline facilities: water, electricity, radio telecommunication |
| Improving the environmental quality to support physical and mental health | <ul style="list-style-type: none"> ● Encourage walking experience and outdoor activities to improve health and well-being, by improving Westport’s trail connectivity to the city’s important assets: the Marina District, marina seafood, viewing tower, light house, Westport’s City parks, and other city’s assets, and maintaining the rural characteristics and low traffic-streets ● Improve pedestrian friendly design of the street system, connecting the city’s public facilities, especially for elderly (e.g., crosswalks around city’s main facilities including Ocosta school) |

8.4. Recommendations

The following recommendation for the proposed Health and Well-Being Element of the Comprehensive Plan are based on synthesis of the community’s input received during workshops in November 2018, field surveys, discussions, and best practices identified from New Orleans’ comprehensive plan. Table 25 presents these recommendations, which are further discussed below.



Table 23. Recommendations for the Proposed Health and Well-Being Element

| Strategies | | Hazard Mitigation Benefits | Co-benefits for Community Related to Health and Well-Being Values |
|-------------------------|---|--|--|
| Grays Harbor County HMP | Establish vertical tsunami evacuation structures that integrate living wall or roof garden design | Providing alternative foods supplies for resilience | Enhancing positive feelings that increase health, pride, social interaction, biodiversity and environmental quality |
| | Improve the broadband connection quality and networks to support telehealth | Allowing primary emergency care delivery to reach the isolated and high priority communities | Allowing people-centered health services to reach more isolated and mobility-challenged populations. |
| | Improve the health and well-being program outreach for elderly through door-to-door outreach | Allowing the elderly to obtain complete information related to improving resilience | Ensuring the elderly to obtain health care services information and develop social interaction with social workers |
| | Develop integrated care that respond to the unique needs of diverse medically underserved areas and populations in Westport | Allowing the delivery of multiple medical cares to community during and after hazards | Improving the health service delivery to geographically and culturally isolated communities (minorities), neighborhood's social bond and pride |
| | Develop healthcare systems that meet population's drivers and needs in Westport through Community Health Needs Assessment | Allowing the allocation of resources in the time of hazards | Allow the city of Westport to address population health by prioritizing the most vital needs of the community |
| | Improve health services and medical care assistance for elderly by promoting affordable housing for elderly with close proximity to the health service providers and involving local's competent workforces | Allowing the delivery of emergency medical cares to elderly during and after hazards | Promoting health, life quality, positive feelings for social interaction |
| | Build health service networks and collaborations between health service providers | Providing multiple types of primary emergency cares and support recovery | Providing a comprehensive, high-quality and variety of health services |
| | Encourage partnership between community health center, health service providers, employers, and health insurance companies with supports from the city to state level governments | Ensuring the delivery of affordable and high-quality emergency aids for these groups after hazards | Ensuring the delivery of affordable and high-quality health services especially to low income community, homeless and elderly, improve their positive feelings, and health |
| | Improve the local's food pantries throughout Westport by engaging the community gardens, seafood, oyster producers, and other food stakeholders | Improving Westport's food resilience in the face of hazards | Reducing malnutrition and hunger for people living in extreme poverty, increasing community's well-being, social bond, and sense of community |



| Strategies | | Hazard Mitigation Benefits | Co-benefits for Community Related to Health and Well-Being Values |
|-----------------|---|---|--|
| | Improve volunteer database with a web form | <ul style="list-style-type: none"> ● Creating prioritization plan for emergency responses ● Improving capability to allocate resources efficiently before, during, and after hazards | <ul style="list-style-type: none"> ● Improving city's demographic database with updated information ● Strengthening social bonds based on trust |
| | Establish community health evaluation and assessment tool | This tool will help the Westport community to obtain updated health services due to environmental changes and increase resilience towards hazards | Improving opportunities to effectively identify, plan, and implement needed policy, systems and environmental changes, monitor changes over time, recognize the community's needs in health and increase the quality health services in Westport |
| | Integrate pedestrian friendly design into Westport's streets system connecting health care service providers, food resources, and other areas | Supporting evacuation process during hazards | <ul style="list-style-type: none"> ● Enhancing social interaction ● Promoting positive feelings and physical activity |
| | Integrate health services facility with new tsunami vertical evacuation structure on high ground | <ul style="list-style-type: none"> ● Provides safer location for critical medical facilities ● Expedite recovery process for its capacity of providing shelter for a large number of people, including medical and lifeline supports. | Upgrades delivery of health services to community |
| Community Input | Promote telehealth for health service delivery in Westport | Provides emergency remote medical assistance channel, e.g. triage (assuming telecommunications tech is adequately robust) | Improving health service delivery especially for elderly and disabled |
| | Integrate official hazards warning system to surfers' website forum | Provides hazards warnings to surfers and other tourists on Westport's coastal areas | N/A |
| | Integrate emergency medical services website to surfers' website forum | Ensuring an effective allocation of first aid/emergency medical services to surfers and other tourists on Westport's coastal areas | Improving self-esteem and trust to authority for having protection and access to Westport's emergency medical services |
| | Establish collaborations between health service providers in Westport with those in Aberdeen, Olympia, and Shoalwater Bay | <ul style="list-style-type: none"> ● Improving emergency services care and programs ● Improving coordination to withstand hazards regionally | Promoting a consortium in health services, health services programs, and high-quality service delivery to communities |
| | Improve networks with Shoalwater Bay and | Improving regional coordination during | Improving social-cultural bond between cities, local |



| Strategies | Hazard Mitigation Benefits | Co-benefits for Community Related to Health and Well-Being Values |
|---|---|---|
| Tokeland communities in health services, including the Tribal health services providers | hazards to withstand hazards, and share knowledge and lesson learned regarding disaster mitigation | knowledge of Tribe’s medical and health services |
| Encourage long-term partnerships between health service providers in the city, employers/business owners, and health insurance companies | Ensuring emergency medical services delivery during and after hazards | Ensuring affordable and high-quality health services especially for elderly, low income people, minorities, children |
| Provide support for the current health service providers (physician, optician, dentist, licensed massage practitioner, alternative medicine) in Westport | Improving emergency medical services delivery during and after hazards to the community | Improving the delivery of high-quality health services to the community |
| Improve the community’s involvement in updating their detailed information for city’s demographic database | <ul style="list-style-type: none"> ● Improving resilience planning by categorizing people based on vulnerability ● Allowing resources allocation based on vulnerability | Improving city’s demographic database and updates |
| Increase opportunities for public events especially food festivals, farmers markets, fishing groups to take place in the city center | Improving social capital to withstand disasters | Increasing community’s familiarity and appreciation to local natural resources for healthy foods |
| Relocate critical facilities and community health service providers to high ground area | Protecting community health service providers to provide assistance and medical aid for the community during hazards, trauma after hazards and expedite recovery process | Ensuring health services availability for the community’s well-being |
| Integrate affordable multi-unit elder housing with new tsunami vertical evacuation structure on high ground | <ul style="list-style-type: none"> ● Provides safer location for elder housing ● Improving communications and accessibility to elder residents in time of emergency | Promoting social interactions, well-being and age-appropriate dwelling in Westport |
| Encourage walking experience and outdoor activities by improving Westport’s trail, natural route/ways across the forests, urban areas, parks, beaches, Marina District, and other city’s natural assets and maintaining the rural characteristics and low-traffic streets | Improving familiarity to neighborhood and city’s environment that will support evacuation | Improving community’s health, promoting social interaction, increasing pride, positive feelings, reducing stress, and encouraging aging in the city |
| Integrate pedestrian friendly design into the city’s | Providing supports for evacuation | Ensuring safety for pedestrians especially for elderly, |



| | Strategies | Hazard Mitigation Benefits | Co-benefits for Community Related to Health and Well-Being Values |
|--|--|--|--|
| | street system connecting city’s public facilities especially for elderly | especially of elderly | enhancing walking experience and positive feelings |
| Best Practice: New Orleans Case Study | Coordinate partnerships between health and human service providers and owners/tenants of publicly-accessible facilities to provide for the location of multiple health and human service providers in shared locations | Improving coordination to deliver health services | Strengthen social bond between the health service providers, build trust in peers |
| | Support and promote ongoing initiatives to convene a citywide health care consortium and a citywide human services consortium | Improve the quality of emergency services for community | Build trust in peers, improve health services through advanced programs |
| | Support and enhance efforts to increase health insurance coverage for all residents | Ensure access to emergency cares in time of hazards for low income people | Improve trust in authority, self-esteem, positive feelings, health |
| | Expand mental health and addiction-care services and facilities to meet current and projected need | Improve patient’s recovery before and after hazards | Improve health services quality related to mental health |
| | Review need for and effective use of hospital facilities and emergency health care services and infrastructure according to data on projected population and need | Improve the facilities’ capacity to accommodate emergency cares during and after hazards | Improve the facilities’ capacity and capability to accommodate the current needs |
| | Promote business development for farmers and processors of locally grown food, and establish fresh produce retail outlets within walking distance of all residents | Improve food resilience by encouraging more food pantries and promote familiarity with location and content of foods storage for emergencies | Promote health and positive feelings |
| | Provide affordable paratransit service for seniors | Improve the quality of emergency services for elderly during and after hazards | Improve positive feelings and trust in community through social interactions, trust in authority |



8.5. Reference Cases and Further Relevant Information

8.5.1 Cases Relevant to the Health and Well-Being Element

The Fundamentals of Community Health Centers

Community health centers and associated community clinics aim to provide health and social services to people living in poverty and medically underserved communities. This type of health center is developed based on community empowerment philosophy, and usually funded by the federal government (Taylor, 2004).

Integral Green Buildings and Vertical Farms: New Urban Perspectives

Westport's aquifer-based water supply is limited, and yet its annual rainfall is a relatively untapped but potentially rich resource. There is a broad range of direct and indirect benefits to implementing rainwater catchment and vertical farms in buildings, including in tsunami vertical evacuation structures. Figure 38 depicts a modern conception of what a fully-integrated green building could be. This green construction would include green roofs, indoor and outdoor living walls, advanced monitoring systems, rainwater collectors, and wastewater treatment plants to reclaim greywater and reuse it for irrigation and food production (Pérez-Urrestarazu, Fernández-Cañero, Franco-Salas, & Egea, Vertical Greening Systems and Sustainable Cities, 2016, p. 14).

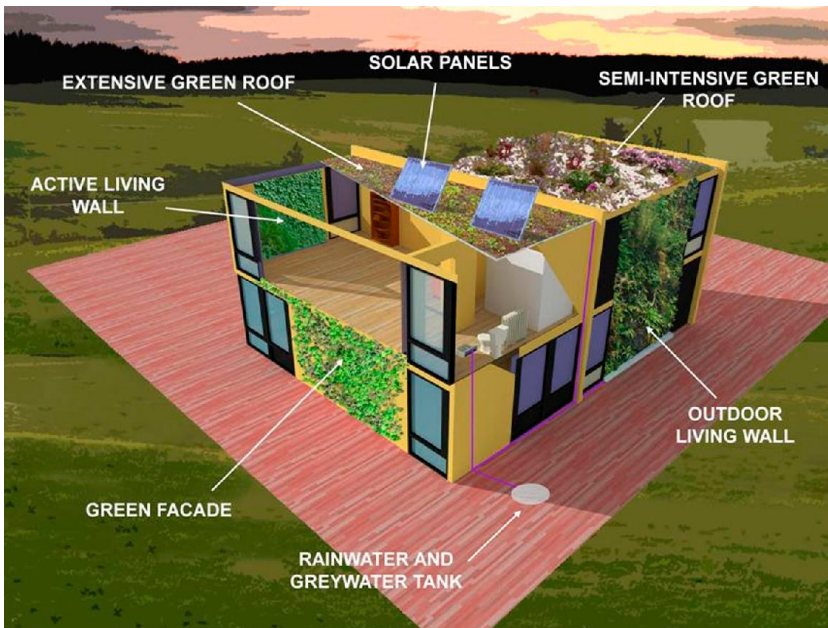


Figure 24. Concept of a green building

Strategies for Identifying At-Risk Groups

Use of Registries

A registry is “a voluntary database of individuals who meet the eligibility requirements for receiving additional emergency response services based on specific needs.” Using a registry, you will be able to identify people who require assistance before, during, or after an emergency. In addition, you will also know the specific form of help these individuals need.

Community Assessments for Public Health Emergency Response (CASPER)

CASPER is a public health tool used to gather information from households within a community. This effective epidemiologic method can be designed to provide planners and responders, such as emergency managers, with household-based information quickly and at low cost.

[http://emergency.cdc.gov/disasters/surveillance/pdf/CASPER Toolkit Version 2 0 508 Compliant.pdf](http://emergency.cdc.gov/disasters/surveillance/pdf/CASPER_Toolkit_Version_2_0_508_Compliant.pdf)

Planning for Food Access and Community-Based Food Systems

The American Planning Association published a study of the experiences of 25 local governments in food systems planning (Hodgson, 2012). Food systems have increasingly become an integral part of comprehensive planning as well as emergency preparedness planning. Below are just a couple elements from the case of Minneapolis that may be considered by the City of Westport.

Food Asset Mapping

As part of the Homegrown Minneapolis project, the City of Minneapolis conducted a food asset assessment and created a food system asset map to identify the number and locations of food assets throughout the community, including: fresh food outlets, grocery stores, healthy corner stores carrying fresh fruits and vegetables, farmers markets (mini-markets, municipal markets, public markets), food producing community gardens, community kitchens, wholesale food businesses, mobile food vendors, food pantries, CSA drop-off locations, food co-ops, soup kitchens, and meal delivery programs. In addition to these food assets, the City of Minneapolis also mapped grocery store location, poverty concentration, and bus network data to identify inequities across the system (Minneapolis, MN, Homegrown Minneapolis, 2011).

Equal Access to Healthy Food Sources Analysis

As part of the City of Minneapolis’ Urban Agriculture Policy Plan, the City conducted an analysis of geographic proximity and transportation access to healthy food sources (farmers’ markets, existing community gardens, and full-service grocery stores) by mapping the location of healthy food sources and other socio-demographic, land use, transportation, and health data, including: population density, population change, location of public transportation network; poverty concentration; concentration of people of color; obesity; and car ownership (Minneapolis, MN, Urban Agriculture Policy Plan, Chapter 4: Issues and Opportunities, page 40-47).

Community Planning for Foods Resilience

Lesson 1. Food Life Line

Food Life Line is an independent non-profit corporation that works with the food industry and its surpluses to redirect food goods from manufacturers, farmers, grocery stores and restaurants that might otherwise go to waste



Lesson 2. Food Pantries

Grays Harbor County is reported to have 16 food pantries (Figure 43), (places where food is regularly distributed to food insecure households.) The report, further explained that towns and cities in this county each have at least one pantry, with Aberdeen and Elma having multiple pantries. However, rural areas not on Routes 101 and 12, including Westport, may have limited access to these pantries due to long travel distances, isolated conditions, especially given damage risks to bridges and roads in major earthquakes or landslides (Green & Cornell, Regional Market Analysis of Food Security and Regional Resilience: Whole Community Preparedness through Local Food Production and Distribution in Washington State, 2014, hal. 30-33).



Figure 25. Food pantries and distribution centers in Grays Harbor County



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Appendix C Current City of Westport Comprehensive Plan

**COMPREHENSIVE
PLAN**



Adopted April 28, 1998
Revised February 23, 1999 by Ord.
#1189 Last revised (DATE) by Ord.
_____

COMPREHENSIVE PLAN

City of Westport

Prepared by:

City of Westport
Administration and
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Mayor Pro Tem

Rex Bell

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Louis Summers
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Bob Parnell, Vice Chair
Marc Myrsell
Dennis Rasmussen
Douglas Olson
Barbara Nissar, Secretary

City Administrator:

Randy Lewis

Part Time Planner:

Alicia Bridges

TABLE OF CONTENTS

| Title | Page Number |
|--|-------------|
| Table of Contents | i |
| List of Appendices | iii |
| Plan Update Development Process | iv |
| <hr/> | |
| Chapter 1: Introduction | 1-1 |
| A. Authority | 1-1 |
| B. Relationship to the 1999 Comprehensive Plan | 1-1 |
| C. Characteristics of the Comprehensive Plan | 1-1 |
| 1. Comprehensiveness | 1-1 |
| 2. Long Range | 1-2 |
| 3. Flexibility | 1-2 |
| 4. Community Participation and Input | 1-2 |
| D. Purpose | 1-2 |
| 1. General Welfare | 1-2 |
| 2. Coordination | 1-2 |
| 3. Policy Statement | 1-3 |
| 4. Communication | 1-3 |
| E. Definitions | 1-3 |
| 1. May, Should, and Shall | 1-3 |
| 2. Goals, Objectives, and Policies | 1-3 |
| 3. Appropriate | 1-4 |
| F. Implementation | 1-4 |
| <hr/> | |
| Chapter 2: Plan Organization | 2-1 |
| <hr/> | |
| Chapter 3: Overall Goals and Objectives | 3-1 |
| Introduction | 3-1 |
| Goals | 3-1 |
| Objectives | 3-1 |
| <hr/> | |
| Chapter 4: Land Use Elements: | 4-1 |
| Introduction | 4-1 |
| A. Overall Goals and Objectives | 4-2 |
| B. Residential Land Use | 4-3 |
| C. Commercial Land Use | 4-4 |
| D. Industrial Land Use | 4-5 |
| E. Public and Semi-Public Land Use | 4-6 |
| F. Recreation | 4-6 |
| G. Land Use Policies | 4-7 |
| H. Groundwater, Stormwater Runoff/Drainage | 4-8 |
| Ground Water | 4-8 |
| Stormwater/Drainage/Flooding | 4-9 |
| I. Land Use Designations and Land Use Plan Map | 4-10 |

| Title | Page Number |
|--|--------------------|
| 1. Residential (R1 and R2) | 4-11 |
| 2. Ocean Beach Residential (OBR1 and OBR2) | 4-11 |
| 3. Mixed-Use/Tourist Commercial (MUTC1 and MUTC2) | 4-11 |
| 4. Tourist Commercial (TC) | 4-12 |
| 5. Marine Industrial (MI) | 4-12 |
| 6. Recreation and Parks | 4-12 |
| 7. Government Lands | 4-12 |
| 8. Shorelines | 4-12 |
| a. Urban shoreline | 4-12 |
| b. Conservancy | 4-13 |
| c. Natural shoreline | 4-13 |
| J. Process | 4-13 |
| LAND USE PLAN MAP AND DESIGNATIONS Reference-Appendix A | A-1 |
| <hr/> | |
| Chapter 5: Transportation and Circulation Element | 5-1 |
| Introduction | 5-1 |
| Goals | 5-2 |
| Objectives | 5-3 |
| Policies | 5-3 |
| Airport Circulation | 5-5 |
| Goals | 5-5 |
| Objectives | 5-5 |
| Policies | 5-6 |
| TRANSPORTATION AND CIRCULATION ELEMENT MAP Reference-Appendix B | B-1 |
| <hr/> | |
| Chapter 6: Economic Development Element | 6-1 |
| Introduction | 6-1 |
| Goals | 6-1 |
| Objectives | 6-2 |
| Policies | 6-2 |
| <hr/> | |
| Chapter 7: Community Appearance and Natural Resources Element | 7-1 |
| Introduction | 7-1 |
| Goals | 7-1 |
| Objectives | 7-1 |
| Policies | 7-2 |
| <hr/> | |
| Chapter 8: Area-Wide Development Element | 8-1 |
| Introduction | 8-1 |
| Goals | 8-1 |
| Objectives | 8-1 |
| Policies | 8-2 |

4-29-13 Final Draft

| Title | Page Number |
|---|-------------|
| Chapter 9: Shorelines Goals and Policies | 9-1 |
| SHORELINE MASTER PROGRAM Reference-Appendix C | A-3 |
| Chapter 10: Implementation | 10-1 |
| Introduction | 10-1 |
| 1. Public Participation | 10-1 |
| 2. Intergovernmental | 10-1 |
| 3. Plan Review | 10-2 |
| 4. Regulatory Coordination | 10-2 |
| a. Zoning Ordinance | 10-2 |
| b. Subdivision | 10-2 |
| c. Other Regulations | 10-2 |
| 5. Regulatory Implementation | 10-2 |
| 6. Amendments | 10-3 |
| 7. Adoption by Reference | 10-3 |
| Conclusion | 10-4 |

LIST OF APPENDICES

| Title | Page Number |
|--|------------------|
| Appendix A Comprehensive Land Use, Shoreline, and Zoning Map | A-1 |
| Appendix B Comprehensive Transportation and Circulation Map | B-1 |
| Appendix C Shoreline Master Program | C-1 through C-13 |
| Appendix D Wellhead Protection Map | D-1 |
| Appendix E Ordinance of Adoption | E-1 |

Comprehensive Plan Review and Update 2012

The City of Westport Planning Commission began their review of the 1998 Comprehensive Plan to consider updating it to meet the long term vision of development in the fall of 2011. They held several open public meetings during their review on a regular schedule of the third Tuesday of each month, providing adequate time for public comments to be received and considered while reviewing each chapter. Additional meetings were held as necessary to complete the draft update in the early part of 2013.

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

- Commission members involved in the review and update of this plan included Chair William Laraas, Vice Chair Robert Parnell, members Marc Myrsell, Dennis Rasmussen and Douglas Olson. City Staff involved in the review and update included Public Works Director/City Administrator Randy Lewis, Secretary Barbara Nissar, and Part Time Planner Alicia Bridges.

TABLE 1

| LEGISLATIVE BODY | DATE | TIME | Meeting Type |
|------------------|--------------------|-----------|--------------|
| | | | |
| Planning Comm | October 18, 2011 | 6:00 p.m. | Reg |
| Planning Comm | November 15, 2011 | 6:00 p.m. | Reg |
| Planning Comm | December 20, 2011 | 6:00 p.m. | Reg |
| Planning Comm | January 17, 2012 | 6:00 p.m. | Reg |
| Planning Comm | February 21, 2012 | 6:00 p.m. | Reg |
| Planning Comm | March 20, 2012 | 6:00 p.m. | Reg |
| Planning Comm | April 17, 2012 | 6:00 p.m. | Reg |
| Planning Comm | May 15, 2012 | 6:00 p.m. | Reg |
| Planning Comm | June 19, 2012 | 6:00 p.m. | Reg |
| Planning Comm | July 17, 2012 | 6:00 p.m. | Reg |
| Planning Comm | August 21, 2012 | 6:00 p.m. | Reg |
| Planning Comm | September 18, 2012 | 6:00 p.m. | Reg |
| Planning Comm | October 16, 2012 | 6:00 p.m. | Reg |
| Planning Comm | December 5, 2012 | 6:00 p.m. | Special |
| Planning Comm | December 18, 2012 | 6:00 p.m. | Reg |
| Planning Comm | January 15, 2013 | 6:00 p.m. | Reg |
| Planning Comm | February 19, 2013 | 6:00 p.m. | Reg |
| Planning Comm | March 19, 2013 | 6:00 p.m. | PH |
| Planning Comm | April 2, 2013 | 6:00 p.m. | Special |
| Council | April 30, 2013 | 6:00 p.m. | Received |
| Council | | | |
| Council | | | Ordinance |

Review of Draft Chapter 1 of the plan was completed in March of 2012. Review of Draft Chapters 2 and 3 were completed in February and March, respectively. The review of Draft

Chapter 4 began in March, continuing through December, due to the fact that this chapter stands to represent the foundation to the entire plan and therefore took longer to complete.

The addition of a part time planner, which took place in mid July 2012 during this review, provided the opportunity to create a land use matrix indicating the different land use categories and reference to those categories in the plan. A list of definitions was also created to accompany this matrix.

Review of Draft Chapter 4 was finalized at a special meeting held December 5, 2012, and the remaining chapters were provided to those Commission Members attending the November meeting (no quorum was established at the November meeting and packets were made available to those not present). A final review at the December 18, 2012 meeting completed Chapter 4.

Additions to Draft Chapter 4 included a reference to the Public and Semi Public, Recreation and Parks, and Government land use designations. It also references the newest developments in technology such as electric vehicles and recycling, and briefly mentions the need for considering vertical evacuation structures for use in the event of a natural disaster. The Land Use Map will become an appendix so it can be updated regularly without having to amend the Comprehensive Plan as changes occur through zoning and development regulation updates.

At the special meeting held on December 5, 2012 there was discussion regarding the remaining chapters, 5 through 10, with very minimal change proposed for the most part.

Some of the smaller changes that have been considered include removal of references to documents that no longer exist or are outdated; addition of land use designations including Recreation and Parks, Public and Semi-Public, and Government Lands, which will assist in identifying the different land uses allowed in the different categories outlined in the Land Use Matrix and on the Comprehensive Land Use Plan Map.

Chapter 6, the Economic Development chapter, has significant changes due to the changing economy of the entire country as well as the local communities. Fish processing and cold storage have become more prevalent as well as boat building while charter and recreational fishing have declined or stabilized and tourist attractions such as surfing and special events have increased.

One more prominent change that has taken place is found in Chapter 9 which addresses the Shoreline Master Program. Because the State requires updates at certain times and does not normally process modifications apart from the required update, it was determined that this chapter should reference the Shoreline Master Program as an appendix which could be easily amended and adopted by reference when the State mandates, rather than being a part of the Comprehensive Plan.

This plan briefly addresses the need for elevated evacuation structures for life safety in the event the city experiences a natural disaster. It also discusses the need to maintain and provide access to, while at the same time protecting, the natural environment and providing sufficient area for open space.

A section referring to the land designated as Government on the Land Use Map was added to clarify the use of those properties owned by the government and not under the jurisdiction of city regulations.

Public involvement was encouraged throughout the review process. A public workshop was held on March 6, 2013 to provide information on the proposed changes being considered for the plan update and to collect information and feedback to incorporate into the plan. The workshop was conducted as a discussion with handouts regarding the list of proposed changes and a presentation from the City Administrator with a question and answer session, as well as a display of maps and a copy of the draft document available for review.

A Planning Commission held a public hearing to accept testimony on March, 19, 2013. Only one comment was received by the audience in attendance. That comment related to the height standards for buildings in the Mixed Use Tourist Commercial zoning districts near the marina.

The Planning Commission held a workshop to discuss the results of the public review process on April 2, 2013. Comments from the Washington State Department of Transportation Aviation Division were related to the airport were discussed. Final changes to the draft plan were discussed and the Commission voted unanimously to forward the draft plan to the City Council for their review and approval.

The process in which the amended plan will be provided to the Legislative body for final approval and adoption, after it is approved by the Planning Commission, is outlined in the RCW's, and a copy must be provided to the County Assessor upon final adoption. (RCW 35A.63.070 through RCW 35A.63.073, and RCW 35A.63.260.)

PLANNING PROCESS, PUBLIC INVOLVEMENT AND LEGISLATIVE ADOPTION

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

o RCW 35A.63.070

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

o RCW 35A.63.071

Upon completion of the hearing or hearings on the comprehensive plan or successive parts thereof, the planning agency, after making such changes as it deems necessary following

such hearing, shall transmit a copy of its recommendations for the comprehensive plan, or successive parts thereof, to the legislative body through the chief administrative officer, who shall acknowledge receipt thereof and direct the clerk to certify thereon the date of receipt.

o **RCW 35A.63.072**

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

o **RCW 35.63.073**

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

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

o **RCW 35A.63.260**

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

CHAPTER 1

INTRODUCTION

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

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

A. AUTHORITY

Washington State Law (RCW 35A.63) requires that a comprehensive plan with an element addressing land use and an element addressing circulation be required for every municipal code city. Chapter 2.24.030 (2) of the Westport Municipal Code states “The planning commission may prepare a comprehensive plan for the physical and other generally advantageous development of the town.” This comprehensive plan functions as the guide to decision making in accordance with the requirements of the state law and municipal code.

B. RELATIONSHIP TO THE 1999 COMPREHENSIVE PLAN UPDATE

This plan reflects a significant update of the 1999 plan that has guided growth and development in the city for over a decade. Comprehensive plans are designed to account for a planning horizon of around 20 years and are periodically updated.

This plan update was initiated by the changing economic conditions faced throughout the nation which have impacted the City and made it appropriate to reassess and update the City’s policies. While much of the content of this plan is the same or similar to the 1999 plan, there have been significant changes in language to both bring the plan in line with current conditions, and to update the vision for the future of the City.

C. CHARACTERISTICS OF THE COMPREHENSIVE PLAN:

The comprehensive plan has four general characteristics: (1) Comprehensiveness, (2) Long Range, (3) Flexibility, and (4) Community Participation and Input.

1. Comprehensiveness

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

4-29-13 FINAL DRAFT

2. Long Range

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

3. Flexibility

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

4. Community Participation and Input

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

D. PURPOSE

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

1. General Welfare

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

2. Coordination

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

3. Policy Statement

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

4. Communication

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

E. DEFINITIONS

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

1. May, Should, and Shall

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

2. Goals, Objectives, Policies

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

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

F. IMPLEMENTATION

The success of this comprehensive plan will depend upon the city's commitment towards implementation. Specific steps which the city should take following adoption of the comprehensive plan are defined more fully in Chapter 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 I 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.

4-29-13 FINAL DRAFT

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

Chapter 5: This chapter is the 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. After several years of significant growth during the middle of the last decade, the last several years have seen a sharp decline in the Westport economy as well as that of the surrounding Grays Harbor County region. The need to establish goals and objectives that will enable the City of Westport to support and retain its current businesses while attracting new businesses to address its economic development concerns is evident. Encouraging redevelopment as a means of improving the appearance and diversity of the area while preserving adequate undeveloped areas should be a high priority. Being an optional element incorporated to this comprehensive plan, its inclusion indicates the City's recognized desire to address economic development within the long range comprehensive framework.

Chapter 7: Chapter 7 is the community 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. It is also important to properly manage the balance of developed and undeveloped areas to meet state and federal requirements, provide adequate protection for the functions and values of the undeveloped area and allow adequate area for development to provide for a healthy economy.

Chapter 8: 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: Discusses the approved Shorelines Master Plan for the City. A copy of the current Shoreline Master Program is included as Appendix C. The master program is required by

law to be in conformance with the State's Shoreline Management Act. Any proposed changes are required to be reviewed and approved by the Department of Ecology prior to implementation. The shoreline regulations are included with other zoning requirements in Title 17 of the Westport Municipal Code, and the shoreline goals and policies have been re-located with other goals and policies in this comprehensive plan. This Chapter shall be updated in accordance with the schedule for master plan updates established by the legislature.

Chapter 10: 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.

4-29-13 FINAL DRAFT

CHAPTER 3

OVERALL GOALS AND OBJECTIVES

Introduction:

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

GOALS:

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

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

To establish Westport as a year round versus seasonal destination for both tourism and other forms of business activity.

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

OBJECTIVES:

1. To preserve and reinforce the unique seaside character of Westport.
2. To encourage the development of housing of all types appropriate to the needs of the various population groups within the city.
3. To work for the elimination of the effects of discrimination in housing based on race, color, religion, sex, or national origin and to provide safeguards for the future against such discrimination.
4. To foster cooperation and understanding between the City of Westport and other local, county, state, and federal governmental entities and agencies of

4-29-13 FINAL DRAFT

the city's unique environment, both physical and economic to provide for a stable and growing economic base. To encourage cooperation between the city and other agencies in the development of a stable and growing economic base.

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

4-29-13 FINAL DRAFT

CHAPTER 4

LAND USE ELEMENT

Introduction:

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

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

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

As noted in Chapter 2, this land use element is presented in two parts. Sections A through I are general, and serve to establish the land use goals and objectives for broad land use classifications e.g. residential, commercial, and industrial. They also establish general policies to be used in the development of implementing ordinances. Furthermore, as required by state law for the land use element, provisions are included to assist the City in the protection of the quality and quantity of ground water supplies; there is also a similar review of stormwater and drainage related concerns.

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

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

4-29-13 FINAL DRAFT

A. OVERALL GOALS AND OBJECTIVES

General

Over the last two decades, Westport has seen several transitions, initially from an industrial economy focused on logging and commercial fishing, to a more diverse economy with strong seafood processing and yacht building industries coupled with a tourism and recreational activity based economy. Westport is also home to a large number of military personnel and their families, both active duty and retired. During the last decade, Westport was “discovered” and several large developments were proposed and some were completed. Although the severe economic conditions of the last several years has delayed and possibly even ended some of these proposals, the economy is beginning to show signs of turning around. The goals and objectives included in the sections of this chapter are intended to position Westport to take advantage of the economy as it recovers.

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

4-29-13 FINAL DRAFT

B. RESIDENTIAL LAND USE

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

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

GOALS:

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

OBJECTIVES:

1. To separate various types of single-family structures including new-designated manufactured homes in order to optimize choice in neighborhood type.
2. To allow new multiple-family structures within designated residential areas, provided the resulting density does not exceed eighteen (18) units per acre and provided each development is reviewed to insure compatibility with surrounding single-family residences.
3. To protect residential neighborhoods from the intrusion of incompatible commercial and non-residential land uses and prevent disruptive non-residential traffic.
4. Maximize the availability of view property.
5. To provide nearby pedestrian access to and encourage development of neighborhood parks and limited commercial services directly appurtenant to residential lifestyles within residential zones.

C. COMMERCIAL LAND USE

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

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

GOALS:

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

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

OBJECTIVES:

1. To reinforce the basic character of the various commercial areas within Westport while allowing flexibility in location of uses.
2. To allow development along main arterials of commercial uses compatible with adjoining residential uses.
3. To encourage attractive and efficient commercial development, especially in the areas of Westhaven that serve tourists.
4. To provide sufficient area for the expansion of Westport's effective market for

4-29-13 FINAL DRAFT

commercial services in the South Beach area in areas that are presently designated as commercial areas.

5. To provide for the development of suitable undeveloped areas in a manner that promotes Westport as a tourism destination.
6. Areas immediately adjacent to the state highway should be designated to allow for a mixture of residential and commercial development compatible with a commercial area.
7. The City should provide a full range of municipal services to meet the needs of expanding and new businesses in appropriate locations and should identify the type and level of public services appropriate to support future economic development.

D. INDUSTRIAL LAND USE

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

GOALS:

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

OBJECTIVES:

1. To allow industrial development that will enable the City to diversify its economic base.
2. To allow industrial uses which minimize adverse impacts to the natural and human environment, and which minimally, if at all, disrupt the character of the community.
3. Industrial uses should be grouped with similar uses in areas that limit land use conflicts, improve traffic flow and safety, and allow businesses to share public facilities and services.

4-29-13 FINAL DRAFT

E. PUBLIC AND SEMI PUBLIC LAND USE

Public and semi-public uses include infrastructure, utilities, facilities and services, whether public or semi-public in nature. High quality public and semi-public uses are vital to the overall wellbeing of the existing community and are critical factors in the City's ability to respond to and recover from natural and man-made disasters. These same uses need to have adequate capacity to encourage and facilitate future growth both in terms of new development and redevelopment in the City.

GOALS:

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

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

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

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

OBJECTIVES:

1. Define acceptable standards and prioritize funding for improvements to accommodate development and future expansion.
2. Ensure that public and semi public facilities meet all state, federal and local standards and will accommodate future growth.
3. Encourage the design and development of infrastructure, utilities and facilities that will survive, to the greatest extent practicable, anticipated natural disasters, and to provide places of refuge to the public during a disaster and recovery services after it is over.

F. RECREATION

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

4-29-13 FINAL DRAFT

GOALS:

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

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

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

OBJECTIVES

1. To provide high quality, low maintenance, convenient and accessible park and recreational facilities for all segments of the population and visitors to the city.
2. To encourage the development of recreational facilities, both passive and active that provide increased access and improved health for the citizens of Westport and attract visitors.

G. LAND USE POLICIES

1. The city should encourage the provision of affordable housing to accommodate for changing demographics among the growing young and elderly populations in Westport. Units should be designed so as to integrate compatibly with the area, as well as be designed to instill pride among its residents.
2. As mandated by legislative action taken in 2005, the City shall consider New-Designated Manufactured housing to be sited in any zone where a site-built single-family dwelling is permitted under Westport Municipal Code and in compliance with state law. Mobile homes are no longer built and may only be placed in mobile home parks in existence prior to July 1, 2005 in accordance with Westport Municipal Code 17.20A.035 (1).
3. Multiple-family structures shall be considered within designated residential areas. Environmental review of such projects should consider, at a minimum, access to the site, including increased traffic volumes, and ingress and egress to the site, and the location and design of parking, overall density in the immediate neighborhood, and the adequacy of public facilities serving the site.
4. A commercial zone should be established within the City's zoning ordinance to foster a mixed use zone serving commercial and tourist needs in the city. The commercial zone should attempt to recognize the differing character of commercial activities in the city, such as the community business district along Montesano Street and the tourist commercial area along the Westhaven/City waterfront area. Provisions for any zone should balance the maintenance and encouragement of the different character of these areas with the objective of allowing the greatest amount of flexibility in location and diversity of uses.

4-29-13 FINAL DRAFT

5. Commercial uses may be allowed along existing and planned arterials and highways in the older areas of the city, provided such uses are not large traffic generators, do not disturb adjacent residential neighborhoods, and provide safe access for customers, employees, and suppliers.
6. The City should encourage development of both private and public property into neighborhood parks and open spaces, and allow limited commercial development directly related to residential lifestyles such as neighborhood grocery stores and Laundromats in residential zones.
7. The City should encourage developments within the commercial areas which increase and support pedestrian orientation, and special consideration should be given to major land use decisions in these areas.
8. Industrial uses may be allowed in areas having good transportation access, which can be adequately buffered from negatively impacting surrounding or nearby land uses, and which minimizes creating economic hardship for adjacent landowners.
8. 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.
9. To ensure adequate space for future industrial uses, the City should encourage and approve proposed reclassification of property to Marine Industrial where appropriate.
10. 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.

H. GROUNDWATER, STORMWATER RUNOFF/DRAINAGE

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

Ground water

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

4-29-13 FINAL DRAFT

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

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

GOALS:

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

OBJECTIVES:

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

POLICIES:

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

Stormwater/Drainage/Flooding

The Westport area receives approximately 90-100 inches of rainfall a year, much of which occurs

4-29-13 FINAL DRAFT

within a few months' period. The existing storm water drainage system is operating at or above capacity with heavy rainstorms resulting in drainage problems. It should be noted that the drainage ways in Westport also serve extensive areas of the unincorporated area outside the immediate city limits.

Recent progress in addressing drainage/flooding concerns has been made through the ditch system evaluation, and by creating an inventory list of culverts in need of replacement or repair. The City will continue to evaluate this list of aging culverts and replace or repair them as necessary to improve drainage and keep storm water moving.

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 means of addressing drainage-related problems.
5. Major new developments involving significant areas of impervious surfaces should be reviewed, at a minimum, through the SEPA review procedure to determine their impact on storm water runoff and the drainage system.

I. LAND USE DESIGNATIONS AND LAND USE PLAN MAP

The current approved City of Westport Comprehensive Land Use, Shoreline and Zoning Map as it currently exists or is hereinafter amended, updated, or replaced by ordinance of the City

4-29-13 FINAL DRAFT

Council of the City of Westport, is adopted by reference and included as Appendix A.

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

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

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

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

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

1. Residential (R1 and R2)

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

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

2. Ocean Beach Residential (OBR1 and OBR2)

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

4-29-13 FINAL DRAFT

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

It is the intent of the Mixed-Use/Tourist Commercial (MUTC) zone that there be a mixture of tourist commercial and higher density residential uses in close proximity. Mixed use can include, but is not limited to, mixed use buildings with retail or office uses on the lower floors and residential above, or uses which mix commercial and residential structures in the same or neighboring parcels. Individual projects may be single purpose or mixed use.

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

4. Tourist Commercial (TC)

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

5. Marine Industrial (MI)

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

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

6. Recreation and Parks

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

7. Government Lands

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

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

8. Shorelines

4-29-13 FINAL DRAFT

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

a. Urban shoreline. The urban shoreline is an overlay zone for the Dune Protection, RP, R1, R2, MUTC, MI, OBR1, and Tourist Commercial zones in the City of Westport, which also fall within the “shorelines of the state,” as that term is used in the State Shoreline Management Act, Chapter 90.58 RCW. The statement of intent in RCW 90.58.020 is incorporated by reference.

b. Conservancy. Land extremely sensitive to development due to wetland or flooding characteristics, including all lands between the line of ordinary high water and the marram grass line on Pacific Ocean beaches. On Pacific Ocean beaches the conservancy zone is considered too unstable for development due to active ocean beach movement.

c. Natural shoreline. Land which should remain free from human disturbances and be preserved and/or restored to its natural or original condition.

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

J. PROCESS

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

CHAPTER 5

TRANSPORTATION AND CIRCULATION ELEMENT

Introduction:

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

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

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

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

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

4-29-13 FINAL DRAFT

circulation, it is expected that these two elements will be closely coordinated with one another.

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

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

The Marina Business District: that portion of the city Northeast of Montesano Street beginning at the intersection of Wilson Street to and including Neddie Rose Drive, along with the areas commonly referred to as Firecracker Point on both sides of Yearout Drive:

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

GOALS:

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

Provision of safe, adequate, and improved access;

Improvement of traffic flow;

Needs of those using differing modes of transportation are served;

Compatibility of transportation types is enhanced;

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

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

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

OBJECTIVES:

1. To ensure appropriate circulation patterns that provide for the efficient and economical distribution of goods and services.

4-29-13 FINAL DRAFT

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 will encourage 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 traffic 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 consider Evacuation Routes and Disaster Response system extensions and upgrades.
10. To encourage a well designed, aesthetically enhancing transportation system.

POLICIES:

1. Review available funding sources and continue to update the six-year Transportation Improvement Plan to encourage the paving of the various gravel and unimproved streets within the city.
2. Monitor and, if determined feasible, seek funding sources which will assist the city in improving the various elements of the transportation system.
3. Transportation improvements shall be made recognizing the impacts they might have on land use within the city of Westport and on their conformance with other elements of this plan.
4. Road improvements shall be consistent with proposed land use densities.
5. In the review of subdivision and other development proposals, the City shall ensure that adequate circulation will be provided within the proposed development and that such development will not restrict access to adjoining parcels.

6. Transportation facilities should apply appropriate design principles to protect and enhance adjacent residential areas. Design of Transportation facilities should include input from representatives of the Public Safety and Emergency Management Departments to eliminate conflicts and improve access for these services.
7. The City of Westport should develop and maintain a pedestrian system providing safe, adequate, and efficient access to all areas of the community, particularly to major modes and centers of activity. This includes, but is not necessarily limited to, the provisions and placement of sidewalks in appropriate locations throughout the city, the maintenance of crosswalks, appropriate placement of traffic signs and/or traffic lights, and monitoring appropriate speed limits on the city streets.
8. The City should see that improvements for pedestrians are considered and that sidewalks be maintained in a safe, passable condition be the responsible party.
9. Maintain existing bicycle paths, and review the potential for additional bicycle lanes within the city.
10. Support the operation and development of the public transportation system within Grays Harbor County.
11. The City should coordinate with the local Transit Authority to see that public transit improvements such as bus stops are placed in desirable locations and contribute to the visual enhancement of the streetscape.
12. Identify evacuation routes both internal and external for both vehicles and pedestrians and inform the public to minimize loss of life in a disaster.
13. The City should support efforts to develop a direct transportation link between the North Beach and South Beach areas.
14. The City should support efforts to improve transportation accessibility along the Washington Coast.
15. Support efforts towards developing the Westport airport into an all-weather facility with adequate length to support the needs of area businesses and aviation tourists.
16. The City should coordinate its transportation system with that of neighboring jurisdictions and with state and federal programs.

17. Pedestrian and vehicular flow should, if possible, especially be improved along in the business district, with particular attention to minimizing vehicular and pedestrian conflict. The improvements begun in the Marina District should be extended to the remaining business district as appropriate.
18. The City shall continue in its efforts to expand and improve pedestrian access to trails, walking paths and other opportunities, including efforts to expand the ocean beach access path which currently extends from Ocean Avenue to Westhaven State Park.
19. The City of Westport should only allow vacation of city right of ways after, upon reviewing requests on a case-by-case basis, determining there is significant public benefit to do so, and that the right-of-way will not likely be developed for the purpose of access or utilities in the future. Utility locations, and appropriate easements, should be considered when reviewing such requests.

AIRPORT CIRCULATION

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

GOALS:

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

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

OBJECTIVES:

1. Restrict activities within the established safety zones which would create hazards or conflict with safe and effective airport operations. Such uses may include by way of representation, tall structures, uses which produce extensive visual pollution through smoke or dust, uses emitting transmission which would interfere with aviation communications and/or

instrument landing systems, or other items creating hazards for low flying aircraft.

2. Encourage land uses which would benefit from airport locations.
3. The health, safety, and welfare of the general public should be primary concerns in the building, zoning, and subdivision decision-making process affecting the airport area.

POLICIES:

1. Complete the proposed studies, improvements, and maintenance projects included in the approved Airport Layout Plan.
2. The city of Westport shall, review and update when necessary, the established airport overlay zone.
3. The city shall review all proposed developments within the airport overlay zone for compatibility and compliance with height standards.

4-29-13 FINAL DRAFT

CHAPTER 6

ECONOMIC DEVELOPMENT

Introduction:

Although historically not what it once was, the city of Westport and the Westport Marina district is home to a variety of industries, marina users, commercial businesses and a growing number of residents. The industrial users in the area employ approximately 50% of the city's residents and the marina provides moorage for approximately 650 commercial, sport fishing, pleasure craft, and Washington's largest commercial and charter fishing fleets. It is also home to numerous shops, restaurants, hotels, cold storage and fish processing facilities, and the Maritime Museum, all of which are part of what makes up the Westport economic base.

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

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

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

The evident need for the city of Westport, then, is principally twofold. First, the City must bolster those traditional economic sectors which have recently begun to expand. Secondly, and perhaps more important, there is a need to diversify the city's economic base and lessen its reliance on the one or two major sectors of the economy, and expand the tourism segment into a year round industry instead of the seasonal industry it has historically been, in order to minimize the vulnerability to sudden economic downturns. This chapter establishes goals, objectives, and policies intended to address the need for economic stabilization and diversification.

GOALS:

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

4-29-13 FINAL DRAFT

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.

Encourage industry and businesses that will provide employment opportunities to attract and retain the younger populations, while reducing the outmigration of current populations.

OBJECTIVES:

1. Diversify the economic base.
2. Retain, stabilize, and strengthen the traditional economic base sectors.
3. Minimize the short- to long-term cyclical nature of the economy.
4. Develop Westport's tourism base so that it takes on an increasingly greater year-round orientation.
5. Coordinate the expansion of the economy with the development of the physical environment and the provision of needed public and social services.
6. To provide adequate locations for commercial and industrial development.
7. To enhance the city's competitive position within the region, especially in relation to tourism.
8. To encourage businesses and industries to provide employment opportunities that will attract and retain younger populations.

POLICIES:

1. Encourage and provide opportunities for increased diversification of the local economy.
2. The City should encourage the retention and maintenance of existing businesses and establishments which contribute to the diversification of the Westport economy.
3. Implement other policies in the comprehensive plan which provides for commercial and industrial development locations.

4-29-13 FINAL DRAFT

4. Encourage the development and maintenance of attractive commercial and tourist service areas, particularly along Westhaven Drive and Montesano Street.
5. Conserve those natural resources upon which the local economy depends or upon which the local economy could benefit.
6. The City should cooperate with all elements of the local economy, including labor, business, education, and government.
7. Actively review and, if feasible, seek available funding sources oriented towards enhancing local economic development. Consider such enhancements as installing sidewalks, lighting and a center turn lane in the business district along Montesano Street.
8. Provide appropriate information to individuals or organizations engaged in attracting economic development.
9. To support public-private economic development partnership investments and involvement.
10. To periodically review land use regulations to assess whether they create an undue burden upon economic development efforts; however, the city shall not ease land use regulations to the extent the public health, safety, and welfare is threatened.
11. The City should make efforts to coordinate its economic development efforts with other local governments, special purpose governments, and other local organizations promoting economic development. Such organizations include, for example, the Port of Grays Harbor, the Grays Harbor Council of Governments, and Greater Grays Harbor Inc.
12. Support an educational system that provides a well trained labor force for economic expansion, that encourages young people to stay in the community, and that provides training for those wishing to change or advance their careers.
13. To provide sufficient land through the comprehensive plan and zoning ordinance to allow for the reasonable expansion of business and industry.
14. To establish zoning standards for the location of industry which attempts to balance the need for economic growth with the local environment and community appearance.

4-29-13 FINAL DRAFT

15. The City should maintain a system of public facilities and services which encourages economic growth while maintaining reasonable costs to existing residents and businesses.
16. To protect prime commercial and industrial areas for their respective best uses, with special attention given to areas especially suitable for water dependant uses.
17. The City should support efforts to improve transportation accessibility along the Washington Coast, especially re-establishing the ferry service between Westport and Ocean Shores.
18. To encourage economic development opportunities and aviation related uses adjacent to the airport and promote the efficient mobility of goods and services region-wide consistent with the economic development element and regional transportation strategy.
- 19.** The City should support efforts of the Port of Grays Harbor to implement its Comprehensive Plan for Port property within Westport.

4-29-13 FINAL DRAFT

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 tourist. 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. The Tourist related portion of the Westhaven area has been improved over the past decade to include more pedestrian friendly sidewalks, and traffic revisions have improved as well as slowed down traffic flow.
2. A visually pleasing commercial and tourist service area.

4-29-13 FINAL DRAFT

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.
7. To continue to work toward carrying out the Master Plan for the Westport Marina District and the Marina District Parking Study, and to provide maximum public access to natural areas while minimizing impacts to the environment.

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.

4-29-13 FINAL DRAFT

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 or distressed, damaged or unstable should be removed at no cost to the City unless on city owned property.
17. Enforce ordinances against unkempt property, especially grass and debris which may pose a fire hazard.
18. The City should encourage the preservation and maintenance of historically significant structures and archeological sites in the area.
19. The City should encourage recreational programs and activities which promote knowledge of the area's natural resources.

4-29-13 FINAL DRAFT

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.

4-29-13 FINAL DRAFT

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. It is important to recognize that many citizens of Westport work in the area outside the city limits and there is a benefit to the city of continued development. While there are significant issues to manage, Westport should avoid an attitude of isolation. Significant issues include the degree to which municipal services should be provided and extended to residents beyond Westport's corporate limits and, secondly, the potential for expansion of the city's tax base through annexation.

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

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

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.

4-29-13 FINAL DRAFT

2. To promote the expansion of the City's tax base as public facilities are extended.
3. To encourage the orderly and efficient expansion of public facilities.
4. To minimize impact on sensitive areas through the review of development proposals in the Ocean Beach Residential zone and enhance the access to utilities and public safety.

POLICIES:

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

4-29-13 FINAL DRAFT

CHAPTER 9

SHORELINES MASTER PROGRAM

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

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

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

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

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

In the original City of Westport Comprehensive Plan, adopted in 1998 and revised in 1999, funding was provided in part through a cooperative agreement with the National Oceanic and Atmospheric Administration with funds appropriated for the Coastal Zone Management Act of 1972 through a grant to the Washington Department of Ecology. This revision and update to the original document was not funded through this program.

The current approved City of Westport Shoreline Master Plan as it currently exists or is hereinafter amended, updated, or replaced by ordinance of the City Council of the City of Westport, is adopted by reference and included as Appendix C.

4-29-13 FINAL DRAFT

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 *is* sustained within the planning process. The following presents standards for citizen participation for the comprehensive planning process.

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

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

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

2. Intergovernmental

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

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

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

4-29-13 FINAL DRAFT

3. Plan Review

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

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

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

4. Regulatory Coordination

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

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

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

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

5. Regulatory Implementation

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

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

4-29-13 FINAL DRAFT

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

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

6. Amendments

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

7. Adoption by Reference

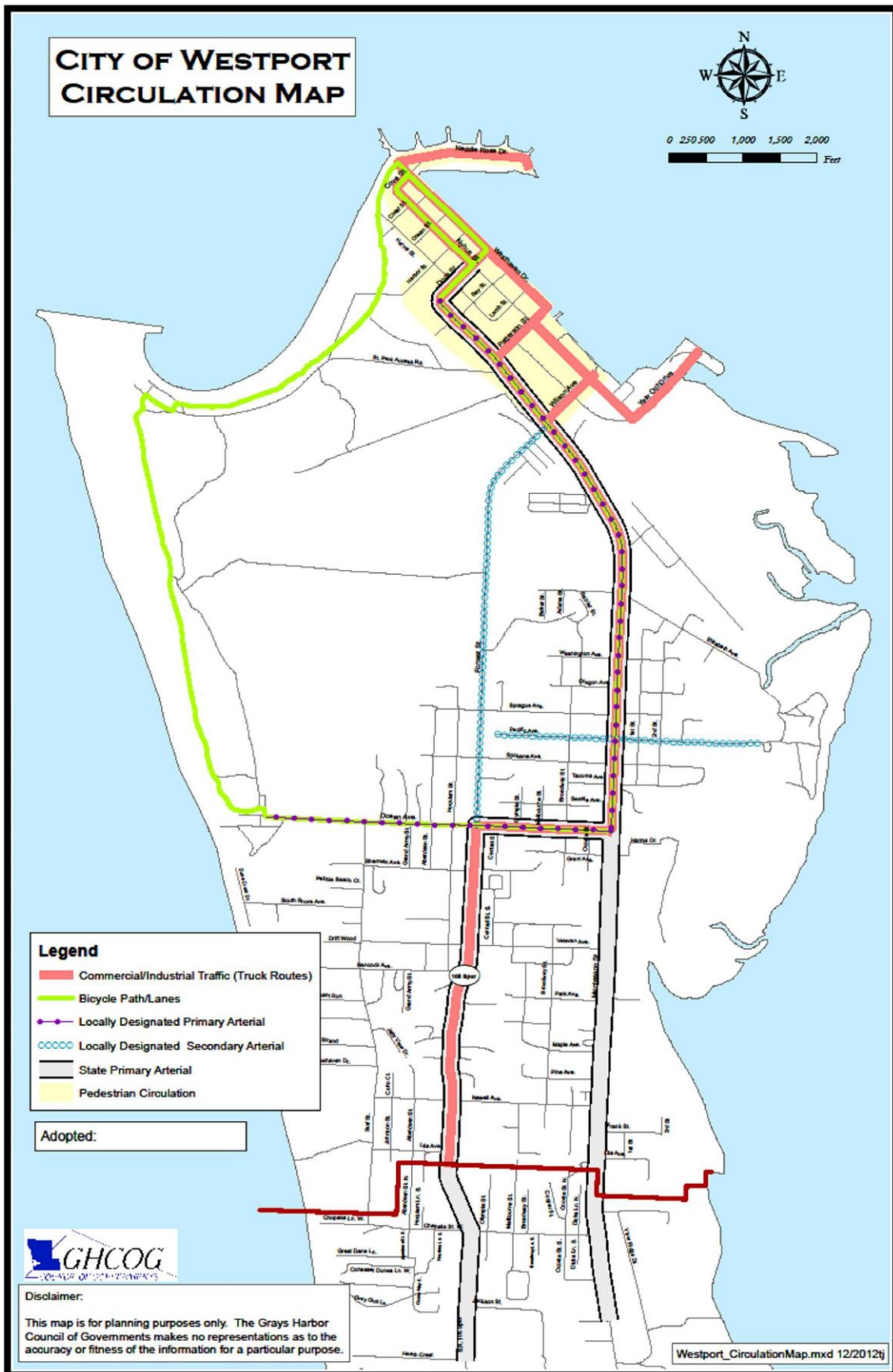
In addition to the goals, objectives, and policies described in this comprehensive plan, the following previously adopted statements of goals, objectives, or policies, as they currently exist or as hereafter amended, are hereby adopted by reference to remain in effect as portions of the comprehensive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

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

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

CONCLUSION

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



SHORELINES GOALS AND POLICIES

TABLE OF CONTENTS

| <u>TITLE</u> | <u>PAGE</u> |
|--|-------------|
| TABLE OF CONTENTS | 1 |
| INTRODUCTION TO THE SHORELINES MASTER PROGRAM | 3 |
| Introduction..... | 3 |
| Applicability | 3 |
| CHAPTER 1. SHORELINES ELEMENTS AND GOALS | 3 |
| A. Economic Development | 3 |
| B. Public Access | 3 |
| C. Circulation | 3 |
| D. Recreation | 4 |
| E. Land Use..... | 4 |
| F. Conservation | 4 |
| G. Historic, Cultural, Scientific, and Educational Sites and Structures..... | 4 |
| H. Restoration..... | 5 |
| CHAPTER 2. SHORELINE MANAGEMENT POLICIES | 5 |
| A. Master Program Concept..... | 5 |
| B. Activity and Development Policies..... | 5 |
| L Agricultural Practices..... | 5 |
| 2. Aquaculture..... | 6 |
| 3. Mining | 6 |
| 4. Landfill | 6 |
| 5. Dredging..... | 7 |
| 6. Clearing and Excavation | 7 |
| 7. Waste Disposal..... | 7 |
| 8. Public Access | 7 |
| 9. Tourist and Commercial Activities..... | 8 |
| 10. Ports and Water-Related Industry | 8 |
| 11. Commercial Development..... | 9 |
| 12. Residential Development | 9 |
| 13. Recreation | 9 |
| 14. Utilities | 10 |
| 15. Road and Railroad Design and Construction | 10 |
| 16. Marinas | 10 |
| 17. Shoreline Works and Structures | 10 |
| 18. Archeological Areas and Historic Sites..... | 11 |

- C. Natural System Policies 11**
 - 1. Accreted Oceanfront Lands 11
 - 2. Estuary 12
 - 3. Floodplains 12
 - 4. Marshes 12
- D. Shoreline Environment Policies 12**
 - 1. Urban Environment..... 12
 - 2. Rural Environment 12
 - 3. Conservancy Environment..... 13
 - 4. Natural Environment 13
- E. Administration Policies 13**
 - 1. General Administration 13
 - 2. Areas Designated as Shorelines of Statewide Significance..... 13

INTRODUCTION TO THE SHORELINES MASTER PROGRAM

Introduction

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

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

CHAPTER 1. SHORELINES ELEMENTS AND GOALS

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

A. Economic Development

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

Economic Development Goal:

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

B. Public Access

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

Public Access Goal:

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

C. Circulation

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

Circulation Goal:

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

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

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

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

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

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

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

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

8. Public Access

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

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

9. Tourist and Commercial Activities

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

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

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

- h. Navigation aids are appropriate to the area and should be constructed and maintained where needed.
- 11. Commercial Development:** Commercial developments are those uses which are involved in wholesale and retail trade or business activities. They range from small businesses within residences, to major concentrations of commercial uses and include tourist, tourist support, and destination type activities.
- a. Priority should be given to those commercial developments which are particularly dependent on shoreline location and which permit substantial numbers of people to enjoy the shoreline.
 - b. Commercial developments not requiring shoreline locations should be encouraged to locate upland.
 - c. Parking facilities should be placed inland away from the immediate water's edge and recreational beaches.
- 12. Residential Development:** Residential development is the creation of residential building sites through land subdivision and also the construction of dwellings of all types. Residential development on residentially designated urban shorelines is a priority use under RCW 90.58.020 in areas of existing development. The City's OBR-I zones is specifically designed to address that priority.
- a. Residential development should be designed with consideration given to shoreline protection and aesthetic enhancement.
 - b. Public access to shorelines should be encouraged in planning residential developments.
 - c. Residential development shall have adequate provisions for sanitary sewage, water supply, and drainage control.
 - d. Infill within presently developed areas should be encouraged in order to utilize existing utilities.
 - e. Residences over water shall be permitted with adequate sewer and water only in appropriate urban shoreline environments.
 - £ Floating residences are permitted with adequate sewer only in appropriate urban shoreline environments.
- 13. Recreation:** Recreation is the refreshment of body and mind through forms of play, amusement, or relaxation. The recreational experience may be either an active one involving boating, swimming, surfing, fishing, or hunting or the experience may be passive such as enjoying the natural beauty of a vista or a lake, river, or saltwater area. Residential uses designed for periodic use promote public access to and enjoyment of Westport's recreational shoreline amenities.
- a. Developments which provide recreational uses facilitating public access to shorelines, and other uses dependent upon shoreline locations is encouraged.

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

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

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

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

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

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

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

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

- a. Maintenance and protection of the essential SWS should be encouraged and fostered.
 - b. The highly altered banklines in the north and northeasterly portion of Westport should be maintained and are considered acceptable alterations.
 - c. In-water structures are appropriate in existing developed areas and in direct support of transportation terminals, recreation, the fisheries industry, or other water-dependent businesses.
 - d. Navigation structures and erosion control devices such as jetties and groins are acceptable uses in the Westport area.
 - e. Where practical, open piling is preferred for piers and docks.
 - f. SWS should minimize and/or compensate adverse effects on beach sand movement and further minimize alteration of the natural shoreline.
 - g. Where both might be applicable, floating structures are preferred to non-floating types in order to not interfere with water life, currents, sand movement, and circulation.
- 18. Archeological Areas and Historic Sites:** Archeological, scientific, historic, cultural, and educational structures, sites, and areas which have significant statewide, regional, or local value.
- a. Shoreline permits, in general, should contain special provisions which require developers to notify the local government if any possible archeological data are uncovered during excavations.
 - b. The National Historic Preservation Act of 1966 and Chapter 43.51 RCW are hereby adopted as policies of this Master Program and their administration and enforcement is encouraged.
 - c. Development in the vicinity of a valuable historic or cultural site or structure should be controlled to prevent incompatible use, or style, or functional conflict.
- A. 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.

B. 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

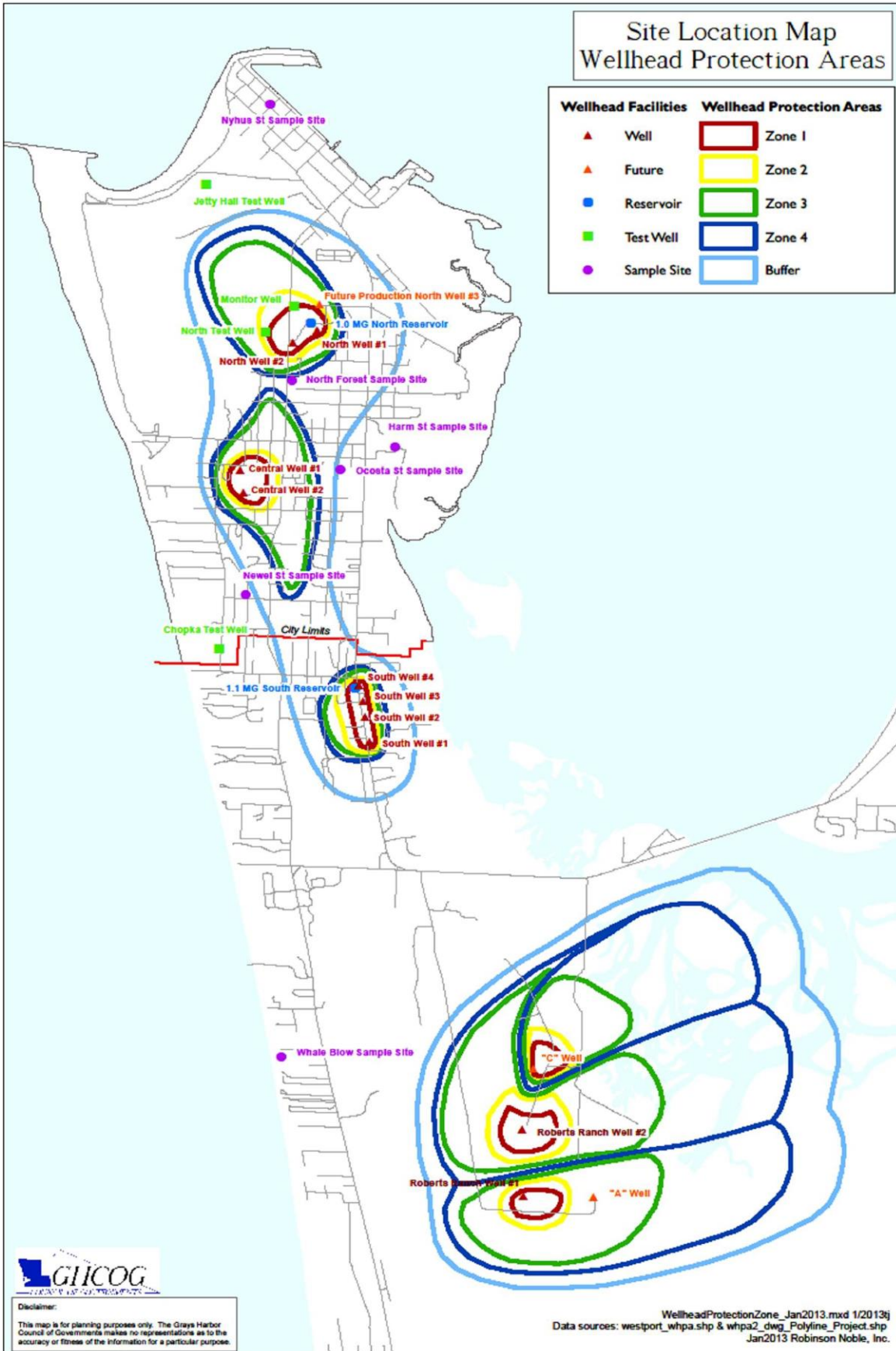
- a. The purpose of the Conservancy Environment is to protect environmentally sensitive areas.
- b. Land uses within the Conservancy Environment should be limited to those which do not adversely impact the renewable resource management system, and permitted activities should take into consideration the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

C. 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.



Appendix E

4-29-13 Final draft

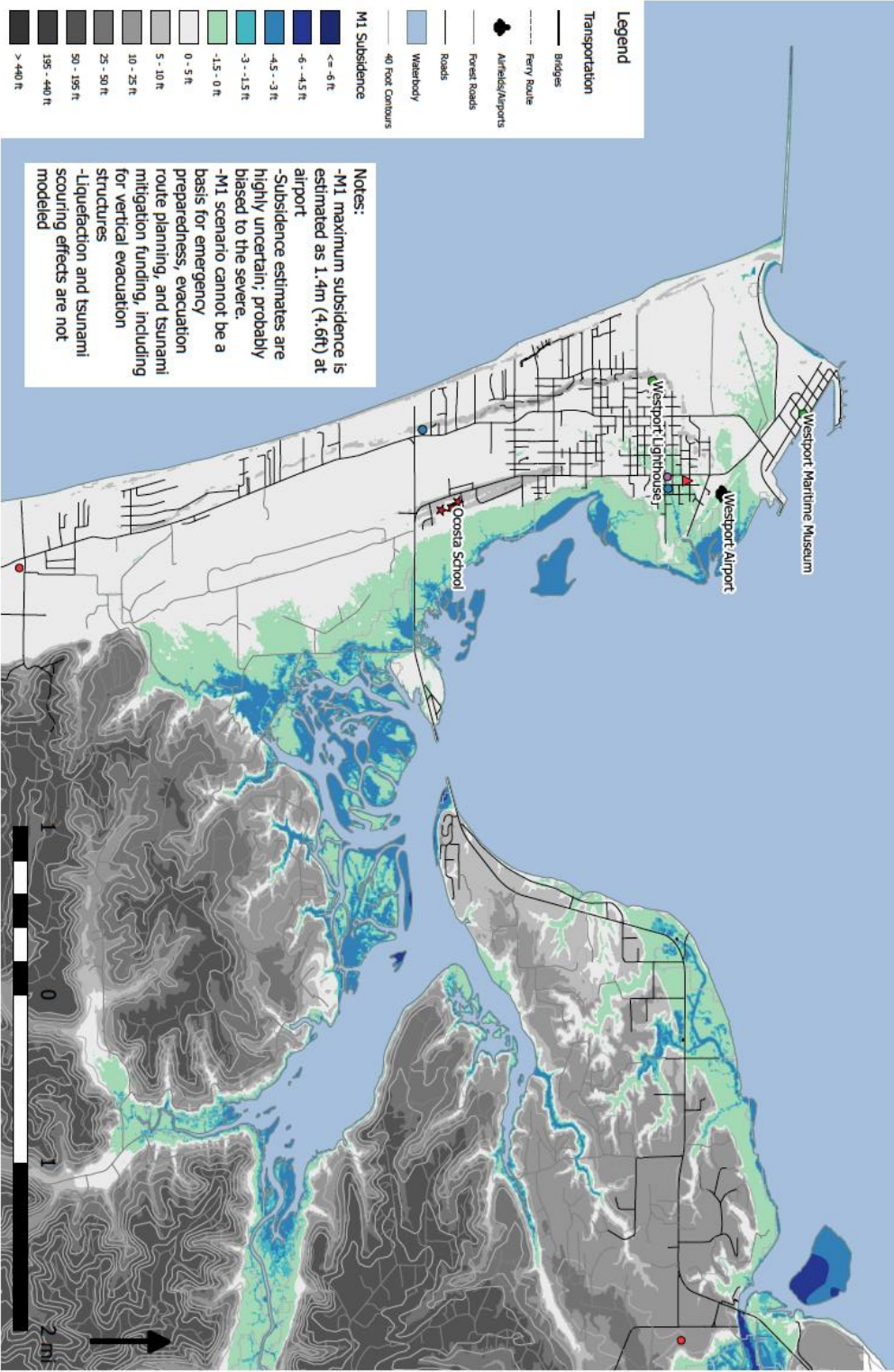
Planning Commission

Resolution Transmittal

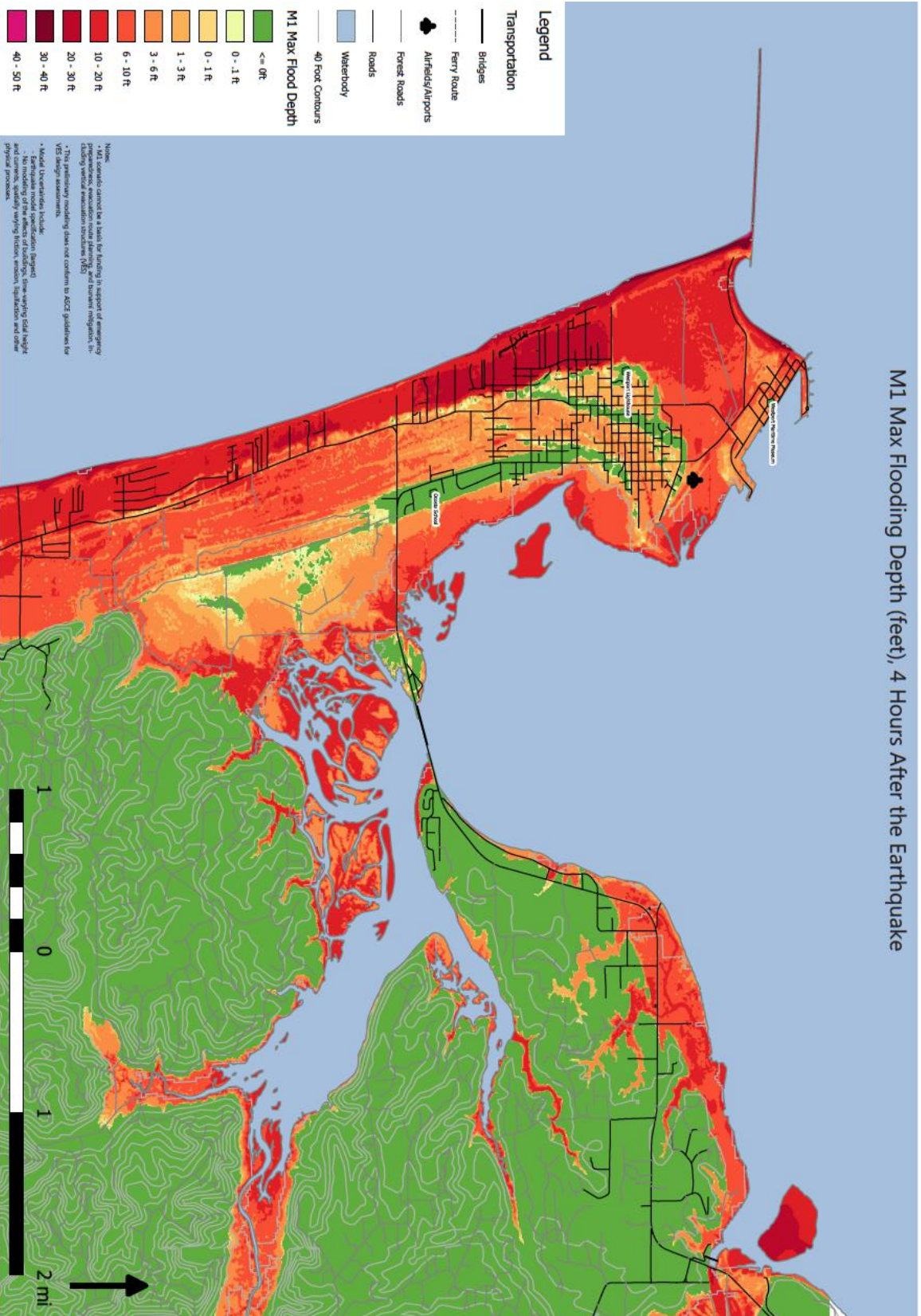
Documents

Appendix D Scenario Maps

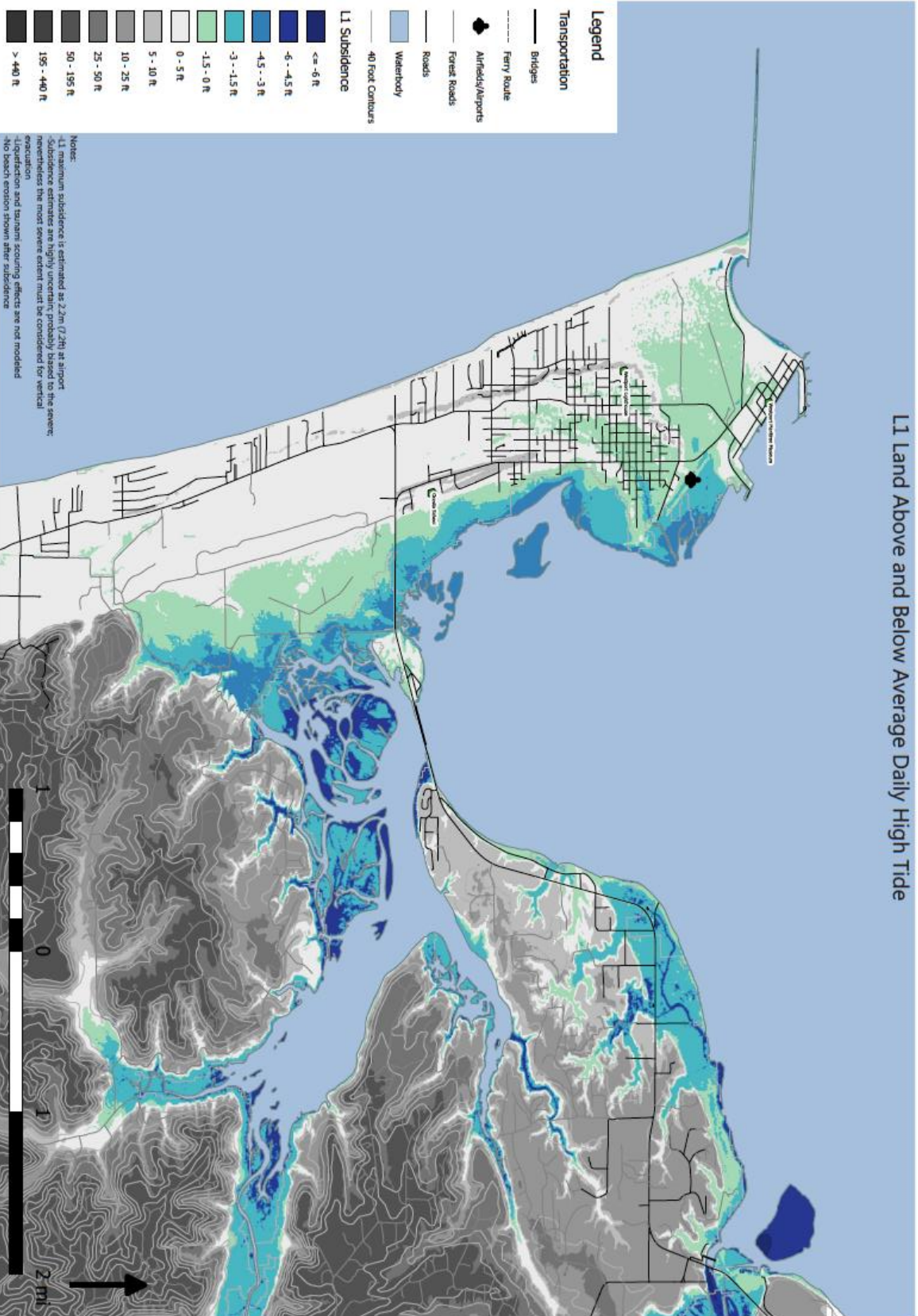
M1 Land Above and Below Average Daily High Tide



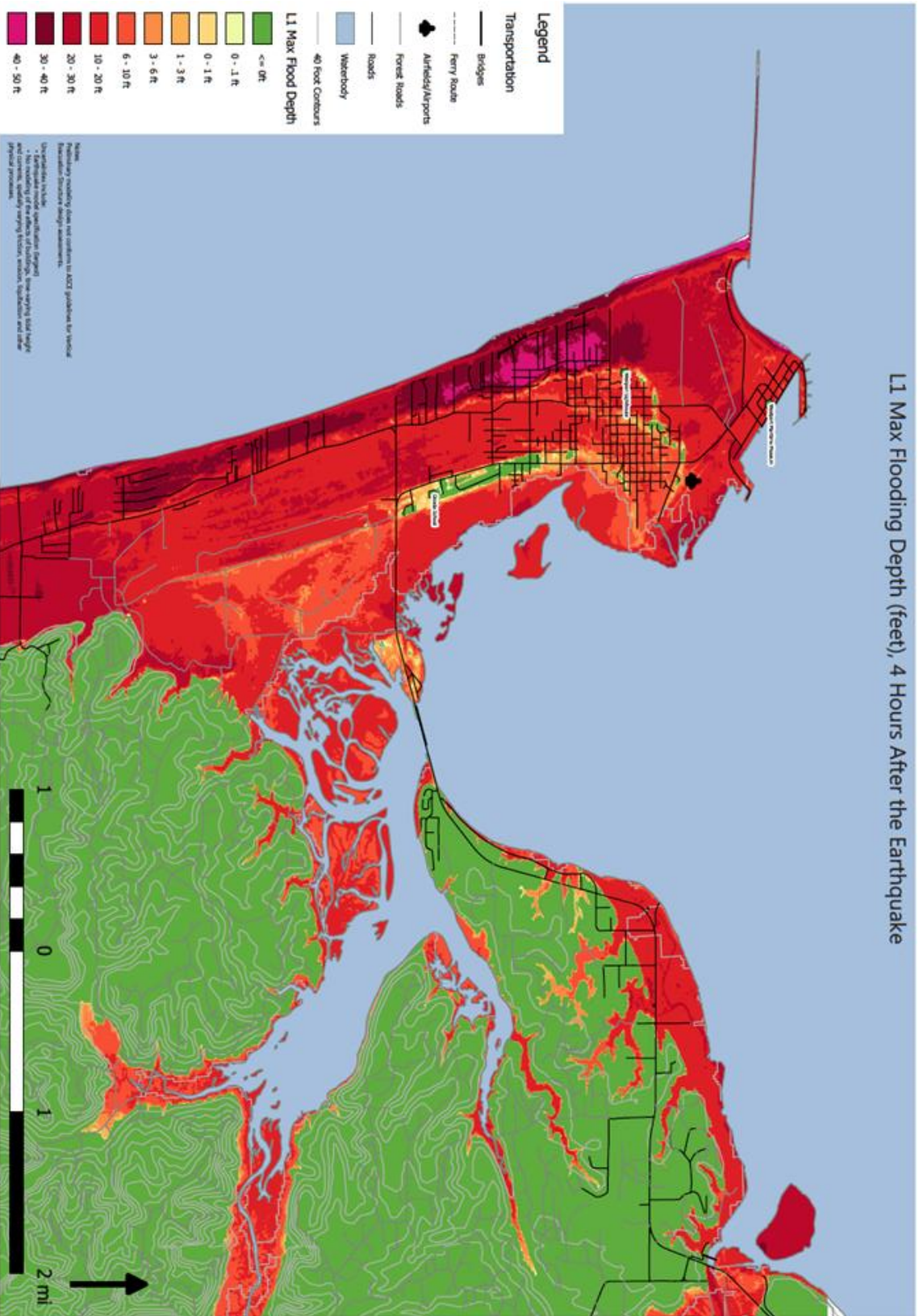
M1 Max Flooding Depth (feet), 4 Hours After the Earthquake



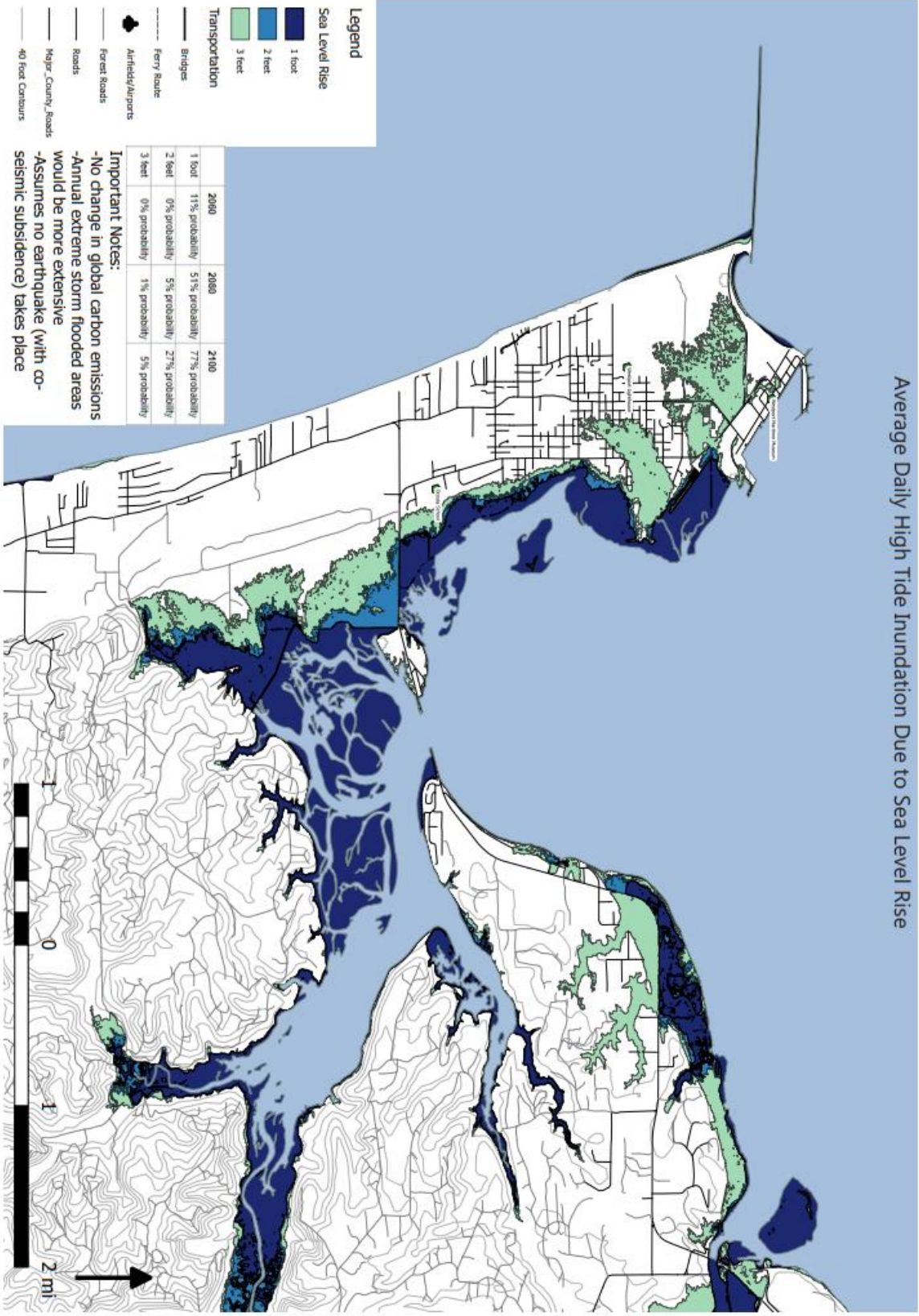
L1 Land Above and Below Average Daily High Tide



L1 Max Flooding Depth (feet), 4 Hours After the Earthquake



Average Daily High Tide Inundation Due to Sea Level Rise



Appendix E City of Westport 2018 Annex Update To The Grays Harbor County

Chapter 10. City Of Westport 2018 Annex Update To The Grays Harbor County

10.1 INTRODUCTION

This Annex details the hazard mitigation planning elements specific to the City of Westport, a participating jurisdiction to the Grays Harbor County Hazard Mitigation Plan Update. This Annex is not intended to be a standalone document, but rather appends to and supplements the information contained in the base plan document. As such, all sections of the base plan, including the planning process and other procedural requirements apply to and were met by the City of Westport. For planning purposes, this Annex provides additional information specific to the jurisdiction, with a focus on providing greater details on the risk assessment and mitigation strategy for this community only. This document serves as an update to the previously completed plan. All relevant data has been carried over and updated with new information as appropriate and as identified within the planning process discussed in Volume 1.

10.2 HAZARD MITIGATION PLANNING TEAM POINT(S) OF CONTACT

The City of Westport followed the planning process detailed in Section 2 of the Base Plan. In addition to providing representation on the County's Planning Team, the City also formulated their own internal planning team to support the broader planning process. Individuals assisting in this Annex development are identified below, along with a brief description of how they participated.

| Local Planning Team Members | | |
|--|--|-----------------------|
| Name | Position/Title | Planning Tasks |
| Kevin Goodrich 604 N. Montesano St Westport, WA 98595 (360) 268-0131 pwd@ci.westport.wa.us | Public Works Director Primary Point of Contact | |
| Michelle Gooch 604 N. Montesano St Westport, WA 98595 (360) 268-0131 Public_works@ci.westport.wa.us | Administrative Secretary Alternate Point of Contact | |
| Mark Davis 604 N. Montesano St Westport, WA 98595 (360) 268-0131 building@ci.westport.wa.us | Building Official | |
| Rob Bearden 604 N. Montesano St Westport, WA 98595 | Mayor | |

| | | |
|---|--|--|
| (360) 268-0131 mayorbearden@ci.westport.wa.us | | |
|---|--|--|

10-1

| Local Planning Team Members | | |
|--|-----------------|----------------|
| Name | Position/Title | Planning Tasks |
| Margo Tackett Clerk treasurer@ci.westport.wa.us | Clerk-Treasurer | |

10.3 COMMUNITY PROFILE

Date of Incorporation-1914

Current Population-2115 as of April 2017 (OFM)

Population Growth—2,099 as of 2010 Census. The Washington State Office of Financial Management estimates a population growth to 2,115 in 2017. Growth estimates appear to show this minimal growth to be the expected trend.

Location and Description— The City of Westport, Washington is located in Grays Harbor County, at the mouth of Grays Harbor on the southernmost peninsula known as Point Chehalis. The City is situated on a sand spit that separates South Bay of Grays Harbor from the Pacific Ocean. The City is bounded by the ocean to the west, the entrance channel to Grays Harbor to the north, and South Bay to the east. Westport's land area is very flat, with elevations ranging from sea level up to 60 feet in elevation. (Attach Current Topo Map)

Brief History— The area was in regular use as a summer resort by local Native American tribes before Thomas Barker Speake and his family, the first white settlers, arrived early in the summer of 1857. By 1914, Westport was a busy, though small center for fishing, shell fish harvesting, seafood processing and tourism. Among the earliest structures built at Westport, the Westport Lighthouse, dedicated on April 14, 1898, still stands as a majestic beacon for weary mariners anxious to return home from the sea. The City of Westport was incorporated on June 26, 1914.

Today Westport, with a population of approximately 2,115, still relies on fishing, shellfish harvesting, seafood processing and tourism for much of its livelihood. More recently, boat building has also become an important part of Westport's economic base.

Climate—The climate in Westport is generally mild, although windstorms are frequent in the winter months. (Attach Climate Summery Table)

Governing Body Format—Westport operates by a Mayor/Council form of city government, with five council members serving overlapping 4-year terms.

Economy – Westport's economy is primarily driven by commercial fishing, the seafood processing industry, yacht building, tourism and sport fishing. The Port of Grays Harbor's Westport Marina is a large contributing factor to the local economy, generating over 2,000 jobs and more than \$200 million in business revenue. The \$45.5 million in local purchases accounted for 543 indirect jobs in the Grays Harbor economy. Future development opportunities exist in the hospitality and tourism sectors, as well as additional room for growth in seafood processing. The potential for residential growth including single family, multi-family and condominium development also exists. Westport's tourism industry is very seasonal, with a large influx of tourists from May through September. This seasonal business has a considerable economic impact, and the increased population places a higher demand on police, fire and emergency medical services. It is important to note that this seasonal increase in population, potentially doubling our resident population, is centered in the Marina District. This area of the City is

particularly vulnerable to inundation from storm surge, river flooding and Tsunami, and is the focus of our vertical evacuation project.

10.4 HAZARD EVENT HISTORY

Within the Base Plan, the Planning Team identified all hazard events which have occurred within the County. In the context of the planning region, it was determined that there are hazards which are unique to the jurisdiction, which may not be identified in the base plan. In addition to the disaster history table in Section 3 of the base plan, Table 10-1 identifies additional information of natural hazards within the jurisdiction. If available, dollar loss data is also included.

| Table 10-1 Natural Hazard Events | | | |
|--|---------------------------------|-------|--|
| Type of Event | FEMA Disaster # (if applicable) | Date | Dollar Losses (if known) |
| Severe Storm | 1734 | 12/07 | <Than \$50,000 |
| Local Area Disaster – Not Declared | | | |
| Flooding/Overtopping in the Marina District, caused by storm, tide and swell conditions. Potential hazard to citizens and tourists, as well as damage to local business and economy. | | | This is an annual (sometimes twice per year) occurrence. |

10.5 CAPABILITY ASSESSMENT

Coordination with other community planning efforts is paramount to the successful implementation of this plan. This section provides information on how planning mechanisms, policies, and programs are integrated into other on-going efforts. It also identifies the jurisdiction's capabilities with respect to preparing and planning for, responding to, recovering from, and mitigating the impacts of hazard events and incidents.

Capabilities include the programs, policies and plans currently in use to reduce hazard impacts or that could be used to implement hazard mitigation activities. The capabilities are divided into the following sections: National Flood Insurance Information; regulatory capabilities which influence mitigation; administrative and technical mitigation capabilities, including education and outreach, partnerships, and other on-going mitigation efforts; fiscal capabilities which support mitigation, and classifications under various community programs.

10.6 NATIONAL FLOOD INSURANCE INFORMATION

Information on the community's National Flood Insurance Program (NFIP) compliance is presented in Table 10-2. This identifies the current status of the jurisdiction's involvement with the NFIP.

Repetitive flood loss records are as follows:

Number of FEMA-Identified Repetitive Loss Properties: 0

Number of FEMA-Identified Severe Repetitive Loss Properties: 0

Number of Repetitive Flood Loss/Severe Repetitive Loss Properties That Have Been Mitigated: 0

Historically, the City of Westport has sustained 13 flood losses. Total Flood Loss Payments for those losses were \$127,860 (as of August 2017 as provided by State EMD and Ecology). The total insurance coverage for the City equals \$45,440,800, with 251 current policies in force.

| Table 10-2 National Flood Insurance Compliance | |
|--|-------------------------------|
| What department is responsible for floodplain management in your community? | Building |
| Who is your community's floodplain administrator? (department/position) | Mark Davis, Building Official |
| Do you have any certified floodplain managers on staff in your community? | Yes, Mark Davis |
| What is the date of adoption of your flood damage prevention ordinance? | Amended 2008 |
| When was the most recent Community Assistance Visit or Community Assistance Contact? | December 6, 2016 |
| To the best of your knowledge, does your community have any outstanding NFIP compliance violations that need to be addressed? If so, please state what they are. | NO |
| Do your flood hazard maps adequately address the flood risk within your community? (If no, please state why) | YES |
| Does your floodplain management staff need any assistance or training to support its floodplain management program? If so, what type of assistance/training is needed? | NO |
| Does your community participate in the Community Rating System (CRS)? If so, is your community seeking to improve its CRS Classification? If not, is your community interested in joining the CRS program? | YES – Class 8 |

10.6.1 Regulatory Capability

The assessment of the jurisdiction's legal and regulatory capabilities is presented in Table 10-3. This includes planning and land management tools, typically used by local jurisdictions to implement hazard mitigation activities and indicates those that are currently in place.

| Table 10-3 Legal and Regulatory Capability | | | | |
|---|--------------------|--------------------------------------|-------------------|----------|
| | Local Authority | Other Jurisdictional Authority | State Mandated | Comments |
| Codes, Ordinances & Requirements | | | | |
| Building Code Version – 2015 IBC | | | | |
| Zoning Ordinance | X | | | |
| Subdivision Ordinance | X | | | |
| Floodplain Ordinance | X | | | |
| Stormwater Management | X | | | |
| Post Disaster Recovery | X | | | |
| Real Estate Disclosure | X | | | |
| Growth Management | X | | | |
| Site Plan Review | X | | | |
| Public Health and Safety | | X | | |
| Coastal Zone Management | X | | | |
| Climate Change Adaptation | | X | | |
| Natural Hazard Specific Ordinance (stormwater, steep slope, wildfire, etc.) | X | | | |
| Environmental Protection | | | | |
| Planning Documents | | | | |
| General or Comprehensive Plan | | | | |
| <i>Is the plan equipped to provide linkage to this mitigation plan? Yes</i> | | | | |
| Floodplain or Basin Plan | X | | | |
| Stormwater Plan | X | | | |
| Capital Improvement Plan | X | | | |
| Habitat Conservation Plan | X | | | |
| Economic Development Plan | | | | |
| Shoreline Management Plan | X | | | |
| Community Wildfire Protection Plan | | | | |
| Transportation Plan | X | | | |
| Response/Recovery Planning | | | | |
| Comprehensive Emergency Management Plan | X | | | |
| Threat and Hazard Identification and Risk Assessment | X | | | |
| Terrorism Plan | | X | | |

| Table 10-3 Legal and Regulatory Capability | | | | |
|--|--------------------|--------------------------------------|-------------------|----------|
| | Local Authority | Other Jurisdictional Authority | State Mandated | Comments |
| Post-Disaster Recovery Plan | X | | | |
| Continuity of Operations Plan | X | | | |
| Public Health Plans | | X | | |
| Boards and Commission | | | | |
| Planning Commission | X | | | |
| Mitigation Planning Committee | | | | |
| Maintenance programs to reduce risk (e.g., tree trimming, clearing drainage systems, chipping, etc.) | X | | | |
| Mutual Aid Agreements / Memorandums of Understanding | X | | | |
| Other | | | | |

10.6.2 Administrative and Technical Capabilities

The assessment of the jurisdiction's administrative and technical capabilities, including educational and outreach efforts, and on-going programmatic efforts are presented in Table 10-4. These are elements which support not only mitigation, but all phases of emergency management already in place that are used to implement mitigation activities and communicate hazard-related information.

| Table 10-4 Administrative and Technical Capability | | |
|--|-----------------------|----------------------------|
| Staff/Personnel Resources | Available (Yes/No) | Department/Agency/Position |
| Planners or engineers with knowledge of land development and land management practices | No | Consultants On-Call |
| Professionals trained in building or infrastructure construction practices (building officials, fire inspectors, etc.) | Yes | |
| Engineers specializing in construction practices? | No | Consultants On-Call |
| Planners or engineers with an understanding of natural hazards | No | Consultants On-Call |
| Staff with training in benefit/cost analysis | Yes | |

| Table 10-4 Administrative and Technical Capability | | |
|---|-------------------------------|------------------------------------|
| Staff/Personnel Resources | Available (Yes/No) | Department/Agency/Position |
| Surveyors | No | Contracted |
| Personnel skilled or trained in GIS applications | Yes | Entry Level |
| Personnel skilled or trained in Hazus use | No | Regional Fire/EMS |
| Scientist familiar with natural hazards in local area | No | |
| Emergency Manager | No | County |
| Grant writers | No | Contracted |
| Warning Systems/Services (Reverse 9-1-1, outdoor warning signs or signals, flood or fire warning program, etc.?) | Yes | AHAB Warning Sirens |
| Hazard data and information available to public | Yes | |
| Maintain Elevation Certificates | Yes | |
| Education and Outreach | | |
| Local citizen groups or non-profit organizations focused on emergency preparedness? | No | |
| Local citizen groups or non-profit organizations focused on environmental protection? | Yes | |
| Organization focused on individuals with access and functional needs populations | Yes | Building/Public Works |
| Ongoing public education or information program (e.g., responsible water use, fire safety, household preparedness, environmental education) | Yes | Minimal |
| Natural disaster or safety related school programs? | No | |
| Public-private partnership initiatives addressing disaster-related issues? | No | |
| Multi-seasonal public awareness program? | No | |
| Other | | |
| On-Going Mitigation Efforts | | |
| Hazardous Vegetation Abatement Program | No | |
| Noxious Weed Eradication Program or other vegetation management | No | |
| Fire Safe Councils | No | |
| Chipper program | No | |
| Defensible space inspections program | No | |
| Creek, stream, culvert or storm drain maintenance or cleaning program | Yes | Street/Road Maintenance Department |
| Stream restoration program | No | |
| Erosion or sediment control program | No | |
| Address signage for property addresses | Yes | |

10.6.3 Fiscal Capability

The assessment of the jurisdiction's fiscal capabilities is presented in Table 10-5. These are the financial tools or resources that could potentially be used to help fund mitigation activities.

| Table 10-5 Fiscal Capability | |
|--|--------------------------------|
| Financial Resources | Accessible or Eligible to Use? |
| Community Development Block Grants | Yes |
| Capital Improvements Project Funding | Yes |
| Authority to Levy Taxes for Specific Purposes | Yes |
| User Fees for Water, Sewer, Gas or Electric Service | Yes |
| Incur Debt through General Obligation Bonds | Yes |
| Incur Debt through Special Tax Bonds | Yes |
| Incur Debt through Private Activity Bonds | Yes |
| Withhold Public Expenditures in Hazard-Prone Areas | Yes |
| State Sponsored Grant Programs | Yes |
| Development Impact Fees for Homebuyers or Developers | Yes |
| Other | |

10.6.4 Community Classifications

The jurisdiction's classifications under various hazard mitigation programs are presented in Table 10-6. Each of the classifications identified establish requirements which, when met, are known to increase the resilience of a community.

| Table 10-6 Community Classifications | | |
|---|------------------------|---------------|
| | Participating (Yes/No) | Date Enrolled |
| Community Rating System | Yes | |
| Building Code Effectiveness Grading Schedule | No | |
| Storm Ready | No | |
| Firewise | No | |
| Tsunami Ready (if applicable) | Yes | July, 2011 |

10.7 HAZARD RISK AND VULNERABILITY RANKING

The jurisdiction's Planning Team reviewed the hazard list identified within the Base Plan and have identified the hazards that affect the City of Westport.

Table 10-7 presents the ranking of the hazards of concern based on their CPRI score. A qualitative vulnerability ranking was then assigned based on a summary of potential impact determined by: past occurrences, spatial extent, damage, casualties, and continuity of government. The assessment is categorized into the following classifications:

- Extremely Low – No or very limited impact. The occurrence and potential cost of damage to life and property is very minimal-to-nonexistent. No impact to government functions with no disruption to essential services.
- Low (Negligible) – Minimal potential impact. The occurrence and potential cost of damage to life and property is minimal. Government functions are at 90% with limited disruption to essential services.
- Medium (Limited) – Moderate potential impact. This ranking carries a moderate threat level to the general population and /or built environment. The potential damage is more isolated, and less costly than a more widespread disaster. Government functions are at 80% with limited impact to essential services.
- High (Critical) – Widespread potential impact. This ranking carries a high threat to the general population and/or built environment. The potential for damage is widespread. Hazards in this category may have occurred in the past. Government functions are at ~50% operations with limited delivery of essential services.
- Extremely High (Catastrophic) – Very widespread with catastrophic impact. Government functions are significantly impacted for in excess of one month.

Additional information on hazard specific impact, dollar loss, and population impact can be found within each respective hazard profile contained within the base plan.

| Hazard Rank | Hazard Type | CPRI Score | Vulnerability Rank |
|-------------|----------------|------------|--------------------|
| 1 | Earthquake | 3.85 | High |
| 2 | Tsunami | 3.50 | High |
| 3 | Erosion | 3.30 | High |
| 4 | Flood | 3.25 | High |
| 5 | Severe Weather | 2.85 | Medium |
| 6 | Climate Change | 1.95 | Low |
| 7 | Drought | 1.55 | Low |
| 8 | Volcano | 1.55 | Low |
| 9 | Wildfire | 1.50 | Low |
| 10 | Landslides | 1.10 | Low |

10.8 MITIGATION GOALS AND OBJECTIVES

The City of Westport adopts the hazard mitigation goals and objectives developed by the Planning Team described in Volume 1.

10.9 HAZARD MITIGATION ACTION PLAN

The Planning Team for the jurisdiction identified and prioritized a wide range of actions based on the risk assessment, and their knowledge of the jurisdiction’s assets and hazards of concern. Table 10-8 lists the action items/strategies that make up the jurisdiction’s hazard mitigation plan. Background information and information on how each action item will be administered, responsible agency/office (including outside the district), potential funding sources, the timeframe, who will benefit from the activity, and the type of initiative associated with each item are also identified.

| Table 10-8 Hazard Mitigation Action Plan Matrix | | | | | | | | | |
|--|-------------------|---------------------------|-------------------------|--|--|----------------------------------|-----------------------------------|---|---|
| Applies to new or existing assets | Hazards Mitigated | Objectives Met | Lead Agency | Estimated Cost (High/Medium/Low) or \$ Figure if Known | Sources of Funding (List Grant type, General Fund, etc.) | Timeline (Long-Term, Short-Term) | Included in Previous Plan? Yes/No | Initiative Type: Public Information, Preventive Activities, Structural Projects, Property Protection, Emergency Services, Recovery, Natural Resource Protection | Who or What Benefits? Facility, Local, County, Region |
| INITIATIVE #1-Vertical Tsunami Evacuation Structure – Plan and Construct a Tsunami Evacuation Structure in Westport’s Marina District to provide a high ground evacuation point for residents, workers and visitors in that area of the City of Westport. Project Safe Haven identified the need for vertical evacuation in this area. Ideally, vertical evacuation would be a component of a mixed-use structure. | | | | | | | | | |
| New | T, SW | 1, 2, 3, 4, 5, 6, 7, 8, 9 | Public Works, POGH | High | FEMA, General Fund | Short Term | No | Structural Project | Local |
| INITIATIVE #2-Public Outreach Program - Conduct annual Disaster Preparedness Workshops to educate the public about actions they should take before, during and after a disaster. Distribute hazard mitigation information and publications published by FEMA, EMD, Red Cross, and other agencies and organizations to the Timberland Regional Library, public schools, and other public facilities to promote citizen commitment to hazard mitigation. Encourage citizens and businesses to have access to the NOAA Weather Radio (NWR) service, including supporting efforts to purchase NWR receivers for low-income households as well as provide public information about using receivers efficiently. Create a Disaster Information Section on the City’s website with up-to-date information on current storm watches and warnings, road closures, evacuation routes, shelter locations, emergency contacts, and hazard mitigation planning and implementation. | | | | | | | | | |
| Existing | All | 2, 3, 5, 6, 7, 8, 9 | City, Public Works, EMD | Med | General Fund | Short Term | Yes | Public Information | Local |
| INITIATIVE #3-Emergency Management Plans – Utilizing information developed during the HMP risk assessment, develop and maintain a list of assets and capabilities of all public and private entities in the City that could be utilized for emergency response to hazards. Purchase generators or similar equipment to avoid disruption of power to critical City facilities during storm events. | | | | | | | | | |
| Existing | E,T,Er,F,SW | 1, 2, 3, 5, 6, 7, 8, 9 | Public Works, PD, EMS | Low | General Fund, Surplus | Long Term | Yes | Recovery | Local |
| INITIATIVE #4-Emergency Communications Plan - Establish interagency radio links between the City and the Grays Harbor Emergency Operations Center, law enforcement agencies, fire districts, emergency medical services, the 9-1-1 call center, and state and federal agencies to ensure coordinated communication during hazard events. | | | | | | | | | |

| Table 10-8 Hazard Mitigation Action Plan Matrix | | | | | | | | | |
|---|-------------------|---------------------|----------------------------|--|--|----------------------------------|-----------------------------------|---|---|
| Applies to new or existing assets | Hazards Mitigated | Objectives Met | Lead Agency | Estimated Cost (High/Medium/Low) or \$ Figure if Known | Sources of Funding (List Grant type, General Fund, etc.) | Timeline (Long-Term, Short-Term) | Included in Previous Plan? Yes/No | Initiative Type: Public Information, Preventive Activities, Structural Projects, Property Protection, Emergency Services, Recovery, Natural Resource Protection | Who or What Benefits? Facility, Local, County, Region |
| Existing | E,T,Er,F,SW | 4, 5, 6, 7, 8 | Public Works, PD, EMS | Low | General Fund, HLS funds | Short Term | Yes | Em. Services | Region |
| INITIATIVE #5- Critical Facilities Evaluation - Evaluate and prioritize critical facilities in hazard areas to assess their resistance to hazard events. Retrofit critical facilities in hazard areas to increase their resistance to hazard events, including the acquisition of generators as funding permits. Conduct analysis of existing stormwater drainage system and implement recommended improvements. | | | | | | | | | |
| Existing | E,T,Er,F,SW | 1, 2, 3, 4, 6, 8, 9 | Public Works | High | General Fund, Grant | Short Term | Yes | Structural Preventative | Region |
| INITIATIVE #6 Transportation and Right of Way Improvements - Work with Washington State Department of Transportation and Grays Harbor County to augment current tsunami evacuation signs with safe elevation markers in key areas and signs painted directly on roadways. | | | | | | | | | |
| Existing | E,T,Er,F,SW | 2, 3, 4, 6, 8, 9 | Public Works, County, DOT, | Low | General Fund, HMGP, State EQ/ Tsunami Program | Short Term | Yes | Public Information | Region |

10.10 PRIORITIZATION OF MITIGATION INITIATIVES

Once the mitigation initiatives items were identified, the Planning Team followed the same process outlined within Volume 1 to prioritize their initiatives. An analysis of six different initiative types for each identified action item was conducted. Table 10-9 identifies the prioritization for each initiative.

| Table 10-9 Mitigation Strategy Priority Schedule | | | | | | | |
|---|---------------------|----------|-------|------------------------------------|----------------------------|---|-----------------------|
| Initiative # | # of Objectives Met | Benefits | Costs | Do Benefits Equal or Exceed Costs? | Is Project Grant-Eligible? | Can Project Be Funded Under Existing Programs/ Budgets? | Priority ^a |
| 1 | 9 | H | H | Y | Y | N | H |
| 2 | 7 | H | M | Y | Y | Y | H |
| 3 | 8 | H | M | Y | Y | Y | H |
| 4 | 5 | H | M | Y | Y | Y | H |
| 5 | 7 | H | M | Y | Y | N | H |
| 6 | 6 | H | L | Y | Y | Y | H |

a. See Chapter 1 for explanation of priorities.

10.11 STATUS OF PREVIOUS PLAN INITIATIVES

Table 10-10 summarizes the initiatives that were recommended in the previous version of the hazard mitigation plan and their implementation status at the time this update was prepared.

| Table 10-10 Status of previous Hazard Mitigation Action Plan | | | | |
|---|---|----------------|---------------------------|--|
| Mitigation Strategy | Project Status | Current Status | | |
| | | Completed | Continual /Ongoing Nature | Removed -/No Longer Relevant / No Action |
| Purchase generators or similar equipment to avoid disruption of power of critical city facilities during storm event. | | | | ✓ |
| Retrofit critical facilities in hazard areas to increase their resistance to hazard events. | | | | ✓ |
| Expand existing or install new city-wide public warning systems. | This project is carried forward in conjunction with a county-wide effort to ensure interoperability. | | | County Plan |
| Conduct analysis of existing stormwater drainage system and implement recommended improvements. | This occurs whenever work is completed. | | ✓ | ✓ |
| Explore the use of reverse 9-1-1 hazard warning system. | This project is carried forward in conjunction with a county-wide effort to ensure interoperability. | | | ✓ |
| Conduct annual disaster preparedness workshops. | Done on a countywide basis as well as within the City. | ✓ | | |
| Provide the public with information on proper use of 9-1-1 during hazard event. | This occurs regularly via county public service announcements. | ✓ | | |
| Distribute hazard mitigation information publications. | This occurs regularly for the various hazards of concern as new data becomes available. This also just occurred with this HMP Update. | ✓ | | ✓ |
| Encourage citizens and businesses to have access to the NOAA Weather Radio Service. | | | ✓ | |
| Develop and maintain list of assets and capabilities of all public and private entities in the City that could be utilized for emergency response to hazards. | | | | ✓ |

| Table 10-10 Status of previous Hazard Mitigation Action Plan | | | | | |
|---|---|----------------|---------------------------|--|--------------|
| Mitigation Strategy | Project Status | Current Status | | | |
| | | Completed | Continual /Ongoing Nature | Removed -/No Longer Relevant / No Action | Carried Over |
| Create disaster information section on the city's website. | Information is presented on the City's website. In addition, the County also provides information, outreach and notifications. | ✓ | | | |
| Work with WDOT and Grays Harbor to augment current tsunami evacuation signs with safe elevation markers in key areas and signs painted directly on roadways. | | | ✓ | | |
| Support GHC Public Health and Social Services Dept. to make information available on basic health problems and solutions during and after disasters. Establish interagency radio links between the City and GH EOC | PH regularly conducts outreach efforts to provide information. | ✓ | | | ✓ |
| Establish protocol between the City, County and state agencies to ensure services to assure consistency of public information during a disaster | | | ✓ | | |
| Develop partnerships with Ocosta School District to teach children about weather watches, etc. | | | | | |
| Implement program to clear dead vegetation on public lands and education public about importance of removing potential fuels from dune areas on private property. | The newly formed South Beach Fire & Rescue now conducts this outreach effort on behalf of the City. | ✓ | | | |
| Make available to first responders a current list of citizens on life support, who are homebound with special needs, and elderly populations for emergency response or rescue during a hazard event. | The capturing of such information has stringent HIPPA restrictions and liabilities beyond the current capabilities of the City. | | | ✓ | |
| Participate in GHC damage assessment program and training. | As the County and/or state provided training on this topic, City staff attended as available. | | ✓ | | |

| Table 10-10 Status of previous Hazard Mitigation Action Plan | | | | | |
|---|--|----------------|---------------------------|--|--------------|
| Mitigation Strategy | Project Status | Current Status | | | |
| | | Completed | Continual /Ongoing Nature | Removed -/No Longer Relevant / No Action | Carried Over |
| Facilitate updates to FEMA Floodplain maps. | FEMA recently completed two Risk Map studies which resulted in adopted flood maps in 2015, and preliminary maps in 2017. As appropriate, the City of Westport supports the program, currently being a Class 8 CRS Community. The City will continue to participate in the program to the level that current staffing allows. The City's intention is to incorporate hazard mitigation goals into other programs and policies as they are updated. These include the Comprehensive Plan, Flood Damage Prevention Code, CAO, Shoreline Master Program and others. As these programs and policies are updated, the City will ensure that the provisions included in the HMP will be incorporated and remain consistent. | ✓ | ✓ | | ✓ |
| Update HMP every 5 years. | The City's intention was to incorporate hazard mitigation goals into other programs and policies as they are updated. These include the Comprehensive Plan, Flood Damage Prevention Code, CAO, Shoreline Master Program and others. As these programs and policies are updated, the City will ensure that the provisions included in the HMP will be incorporated and remain consistent. The City will continue to involve the public in the hazard mitigation planning process through council meetings and public outreach. The public will be informed of any mitigation activities, descriptions of damages, and the performance of mitigation measures. | ✓ | | | |
| Review and update Emergency Response Plans. | As new data becomes available concerning the hazards of concern, the plans are reviewed and updated. | ✓ | | | ✓ |
| Establish City evacuation plan. | As new data becomes available concerning the hazards of concern, the plans are reviewed and updated. | | ✓ | | |
| Establish funding strategies. | The City regularly completes this function as a normal course of business. Therefore, it is removed as a strategy. | | | ✓ | |

10.12 HAZARD AREA EXTENT AND LOCATION

Hazard area extent and location maps are included below. These maps are based on the best available data at the time of the preparation of this plan and are considered to be adequate for planning purposes. In addition to the hazard maps, the following additional items were taken into consideration during the risk assessment portion of this annex development.

- ✓ Wastewater Treatment Plant – Located in inundation zone, highly vulnerable to earthquake/tsunami damage.
- ✓ Sanitary Sewer Collections System – 13 Sewage Pump Stations, Approx. 20 mi of gravity/pressure sewer mainline. Highly vulnerable to earthquake/tsunami damage.
- ✓ Water Distribution System – Three wellfields, two standpipes, several miles of water distribution mains and service lines. Highly vulnerable to earthquake/tsunami damage.



Figure 10-1 City of Westport Flood Hazard Areas

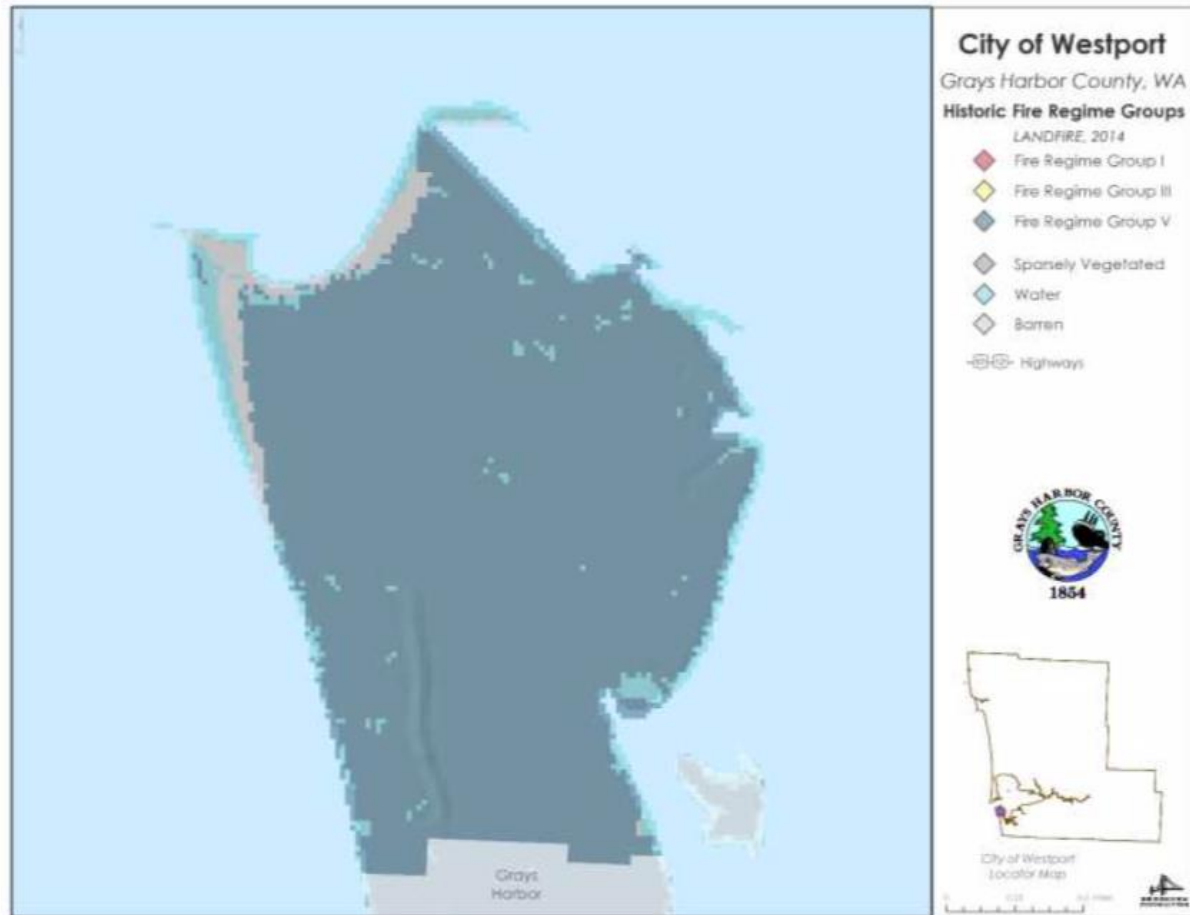


Figure 10-2 City of Westport Fire Regime Groups

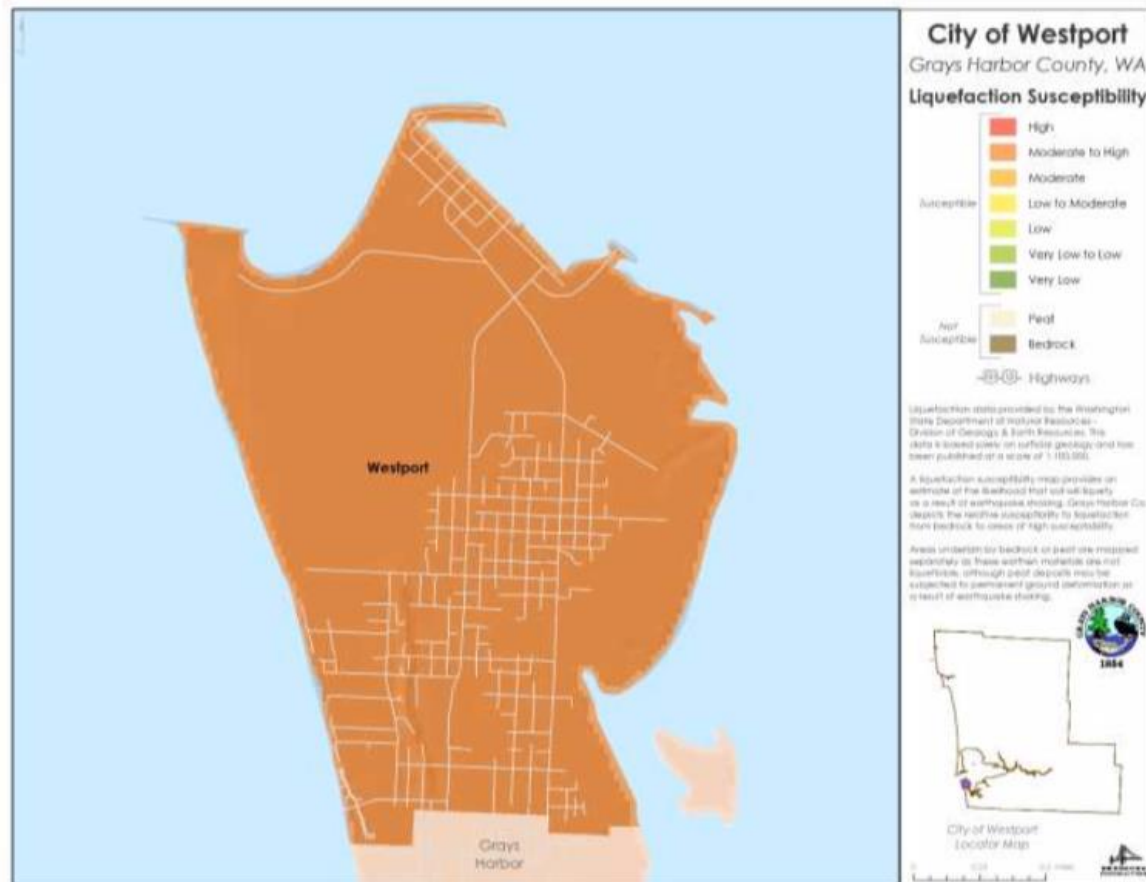


Figure 10-3 City of Westport Liquefaction Map

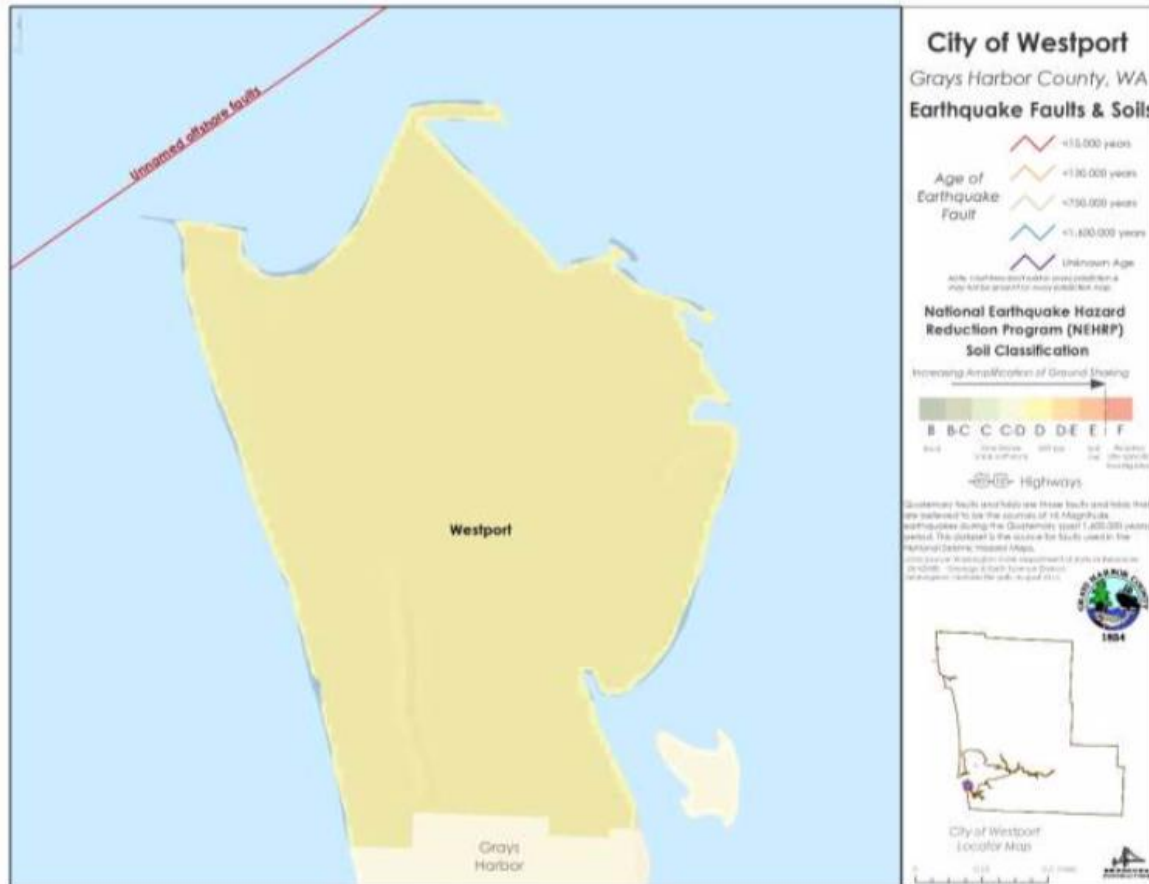


Figure 10-4 City of Westport Earthquake Faults and Soils

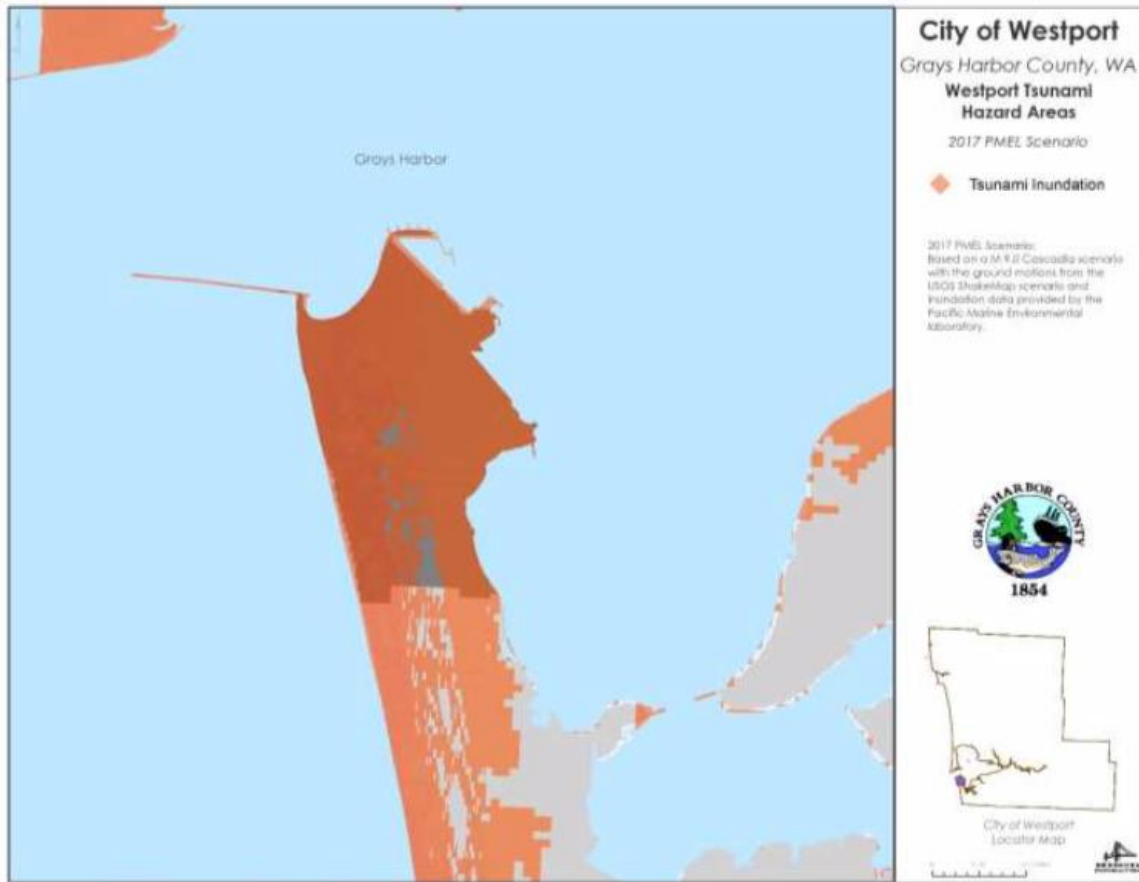


Figure 10-5 City of Westport Tsunami Inundation Map (Based on FEMA 2017 Initial Westport Study)