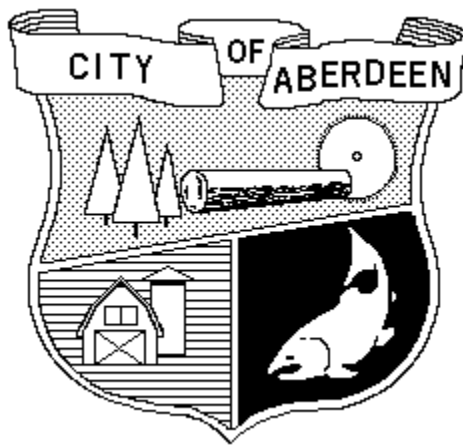


ABERDEEN



2001

**COMPREHENSIVE
PLAN**

ABERDEEN 2001

COMPREHENSIVE LAND USE PLAN

Mayor

J. MIKE WILSON

City Council

Jo-Ann Andrews

Tobi Buckman

Tom Laufmann

Jim Manenica

Bob McCullough

Jerry Mills

Doug Paling

Alice Phelps

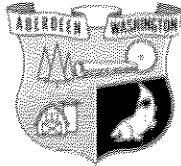
Bob Shortt

Bill Simpson

Rhonda Steinman

Bob Wiggins

JULY 25, 2001



Dear Citizens of Aberdeen:

The City Council passed and I approved Aberdeen 2001: Comprehensive Land Use Plan on July 25, 2001. This Plan will provide direction for all future governmental land use actions within our city, ranging from residential to industrial.

The enactment of this Plan completes a lengthy process begun over ten years ago, and it will play an important part in the development of our community for the next decade.

The City Council and I would like to personally thank the many individuals and organizations who participated in the development of the Plan. Your efforts have resulted in a document that will allow us to both preserve the historic character of our city and create a bright future for our children.

Sincerely,

Mike Wilson
Mayor

RESOLUTION No. 2001 - 35

A RESOLUTION ADOPTING A COMPREHENSIVE PLAN FOR THE CITY OF ABERDEEN.

WHEREAS, the Aberdeen Comprehensive Development Plan dated April 21, 1971, as adopted by the City Council in 1972, has been reviewed by the Aberdeen Planning Commission and the Department of Planning and Development, and public hearings and comment periods having been held and provided as required by law, and a revised and updated plan having been recommended to the City Council for adoption;

WHEREAS, the City Council having determined that the proposed comprehensive plan should be adopted by resolution, pursuant to Ordinance (Bill No. 01-06) , as a complete replacement of the comprehensive plan adopted by Ordinance 5024 §3, as amended by Ordinances 5077 and 5243; **NOW, THEREFORE**,

BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF ABERDEEN: That the comprehensive plan recommended to the city council by the Aberdeen planning commission entitled "Aberdeen 2001 Comprehensive Land Use Plan" dated the 22nd day of February, 2001, is adopted as the comprehensive plan of the City of Aberdeen;

BE IT FURTHER RESOLVED: That this resolution together with the originals of the plan and maps adopted shall be certified and filed by the city clerk

PASSED and APPROVED on July 25, 2001.


J. Mike Wilson, Mayor

ATTESTED:

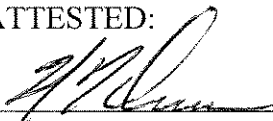

Fred J. Thurman, Finance Director

TABLE OF CONTENTS

<i>Introduction:</i>	<i>Functions, Goals and Concepts of the Plan</i>	<i>i</i>
<i>Chapter 1:</i>	<i>Urban and Rural Areas Element</i>	<i>1</i>
<i>Chapter 2:</i>	<i>Land Use Element</i>	<i>6</i>
<i>Chapter 3:</i>	<i>Economic Development Element</i>	<i>17</i>
<i>Chapter 4:</i>	<i>Housing and Community Development Element</i>	<i>27</i>
<i>Chapter 5:</i>	<i>Transportation Element</i>	<i>41</i>
<i>Chapter 6:</i>	<i>Capital Facilities Element</i>	<i>55</i>
<i>Chapter 7:</i>	<i>Natural Resources Element</i>	<i>67</i>
<i>Chapter 8:</i>	<i>Downtown and Waterfront Development Element</i>	<i>74</i>
<i>Chapter 9:</i>	<i>Open Space and Critical Areas Element</i>	<i>80</i>
<i>Chapter 10:</i>	<i>Utilities Element</i>	<i>86</i>
<i>Chapter 11:</i>	<i>Plan Implementation Element</i>	<i>93</i>
<i>Appendix a:</i>	<i>Maps</i>	
<i>Appendix b:</i>	<i>References</i>	
<i>Appendix c:</i>	<i>Environmental Review</i>	
<i>Appendix d:</i>	<i>Acknowledgements</i>	

Introduction

Functions, Goals and Concepts of the Plan

WHAT IS A COMPREHENSIVE PLAN?

This Comprehensive Plan is a document that indicates how the City wants to grow and function within a designated future time frame. It contains broad statements of community goals and policies, as well as specific direction for achieving them.

WHY IS A COMPREHENSIVE PLAN NEEDED?

It is important for the City of Aberdeen, like most households and businesses, to have a plan for its future. It would be difficult to determine the long-term direction and goals for the City without such a Plan.

The Plan, as a policy statement, provides a source of reference and guidance for future regulatory and administrative actions. Our Comprehensive Plan is intended to serve as the core of land use controls which all other City plans, ordinances, and regulations should support. It will serve as the legal basis for future zoning implementation actions.

The Plan provides a context upon which local government decisions are made. It sets forth the City's goals and policies and serves as a blueprint for how Aberdeen can achieve its vision over the next 20 to 30 years.

It is, therefore, important that this Comprehensive Plan most accurately reflect the goals and desires of the community. It is essential that the citizens and their elected representatives take an active role in advocating the vision incorporated in its Comprehensive Plan.

The Plan is also important because it will satisfy the pre-application planning requirements for many state and federal funding programs. The Plan conveys to these agencies what is most important to our citizens and how we intend to solve our own problems. Maintaining and expanding access to these funding sources will be essential if Aberdeen is to actively address community development needs.

FUNCTIONS, GOALS AND CONCEPT OF THE COMPREHENSIVE PLAN

This chapter contains the overall goals which have guided the development of the Comprehensive Plan, and which are intended to be accomplished by its implementation. This chapter also contains the key concepts which serve as a basis for the Plan and its functions.

1. Functions of the Plan

The Comprehensive Plan is intended to serve a wide range of functions, which are described below.

- ◆ **Promote the General Welfare** The comprehensive plan serves to promote the general health, safety, and welfare of the community. It does so by establishing general guidelines for development, facilitating the adequate provision of public services, and encouraging planned development.
- ◆ **Encourage Coordination** The coordination of development, community goals, and necessary facilities reduces costs for developers, the community as a whole, and individuals. The comprehensive development plan anticipates future development and future needs and coordinates the development and needs with the existing and planned public programs, facilities, and services.
- ◆ **Identify and Review City Goals and Policies** Local governments make policy on a frequent basis. Preparing or updating the Comprehensive Plan gives the City the opportunity to determine if the existing goals policies are still appropriate, and to develop new goals or revise existing policies when needed.
- ◆ **Communicate Goals and Policies** The Comprehensive Plan contains the land use goals and policies of a community in written form in a readily accessible location. This aids City decision makers in reviewing developments and directing programs, City staff in administering programs, developers in identifying City requirements, and makes the development process more certain, more efficient, and more cost-effective. The Comprehensive Plan also sets forth the City's policy on growth and development.
- ◆ **Comply with Requirements for Zoning** The Comprehensive Plan complies with the general principle that zoning be administered in a manner consistent with the goals and policies of the comprehensive plan.

2. Plan Goals

Development goals are general, long term ends to be achieved through other goals, policies, and the requirements of the Plan. In using the Plan, one must use the overall goals as guidance as to the intent of the Plan policies and the context in which they are to be used.

P-001 Encourage and provide for growth in residential, commercial, and industrial uses in appropriate locations.

P-002 Retain existing business and industry.

P-003 Provide public facilities and services to meet the needs of development in a manner that affords concurrency.

P-004 Protect existing uses and the environment.

P-005 Encourage the revitalization of distressed residential, commercial and industrial areas.

P-006 Provide an appropriate level of flexibility for land use.

P-007 Develop and maintain a Comprehensive Plan that reflects the City of Aberdeen and meets the City's changing needs.

3. Plan Concept

Aberdeen's Comprehensive Plan includes both existing policies and new recommendations. Many of the Plan's goals have historically been commonly accepted City goals. Many of the Plan's policies have been in place by the City for many years. The Plan seeks to identify and organize existing policies, as well define new goals and policies.

This Plan encourages growth by identifying areas for new development and listing actions to be taken by the City to provide for increased development. Measures to increase compatibility between uses are also included to make Aberdeen a more desirable community in which to locate new residences, businesses, and industries. The Plan also encourages the revitalization of distressed areas through providing direction for maintaining and improving existing structures, providing for new development in appropriate locations, and specifying City actions to promote rehabilitation and new development.

This Plan recognizes that the development and revitalization of Aberdeen requires a partnership between government, residents, and business. The Plan requires substantial community involvement and recognition that achieving the Plan's goals will demand continued cooperation and consultation. This does not imply that there is, or should be, complete agreement on all issues, but that a commitment to understand, compromise, and work together is required to resolve differences and function as a healthy community.

This Plan has been created with the full realization that diversification, development, and revitalization are long-term, incremental processes that require persistence. The development and revitalization of our City build on the existing elements of the community, which will encourage desired improvements over a number of years. Some changes will be small, other substantial. The Comprehensive Plan seeks to direct these changes to accomplish our goals and benefit our citizens.

No plan can be expected to last a lifetime. Conditions change through time, and what we value as a community also changes. This Plan is intended to be used for a 20 to 30 year period, but to remain effective and useful it must be reviewed and updated at least every five years as our conditions and values change, and amended as needed to address the needs of our community...our Aberdeen.

Chapter 1

Urban and Rural Areas Element

1. INTRODUCTION

The plan is a vision of how the City of Aberdeen should look in the future; the pattern of growth and development that recognizes the variety of the natural and man-made features and conditions throughout the City, the desires of the residents to have different types of living and working environments, and the need for adequate public facilities and services.

A basic land use planning principal is that development, and the providing of public facilities and services needed to support this development, should occur concurrently. Concurrency means that adequate public facilities are available when the impacts of development occur. Adequate public facilities are those which have the capacity to serve development without decreasing levels of service below established minimums, while available public facilities are those facilities or services that are either in place or for which a financial commitment is in place to provide those facilities or services within six years.

The delineation of urban areas, rural areas, and those transitional areas best suited for future inclusion as urban growth areas, is important for the City as it plans for the future. Annexation decisions, created either by area petition or the need to secure additional land for residential or commercial development, will be determined on the City's ability to provide an adequate level of public services. It is incumbent on Aberdeen, the county, and adjoining municipalities to address this issue as an act of responsible government.

2. URBAN AREA POLICIES

Urban growth refers to development activity that makes intensive use of land for the location of buildings, structures, and impervious surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, forest products, other agricultural products, fiber, or the extraction of mineral resources. Urban areas are where most new housing and jobs will locate, and where most public spending for facilities, services, and open space will be focused to assure livability and efficiency.

The plan encourages residential and employment growth within urban areas in a pattern that protects environmental quality and aesthetic features, encourages community diversity, provides economic opportunities for the growing population, controls public costs by using facilities efficiently, and conserves energy by having jobs, shopping, services and housing near each other. This pattern consists of

commercial areas which serve surrounding residential neighborhoods of a wide range of densities.

- U-100** The City should encourage most population and employment growth to locate in urban areas.
- U-101** Residential development in urban areas should include a full range of single family and multi-family housing types. The overall density should be consistent with the provisions of the zoning code and should be high enough to support efficient urban services and provide affordable housing choices, with a variety of high and low densities based on land form, environmental suitability, and availability or planned availability of facilities and services.
- U-102** The City should encourage commercial development in appropriate locations to meet the needs of the region's economy and to provide employment, retail shopping, services, and leisure-time amenities in diverse settings in all urban areas.
- U-103** Commercial development in urban areas should be designed to meet the shopping and service needs of the surrounding community. These developments should be compatible in size and scope with the surrounding residential areas and be able to be supported by area-wide service levels.
- U-104** Urban growth should be located, first, in areas of the City already characterized by urban growth that have existing public facility and service capacities to serve such development. It should secondarily locate in areas already characterized by urban growth that will be served by a combination both of existing public facilities and services that are provided by either public or private sources.
- U-105** Urban growth areas should be large enough to ensure an adequate supply of residential, commercial, and industrial sites for planned urban growth, and small enough to ensure that concurrency can be achieved.
- U-106** The City, the county and adjacent municipalities should address the following issues as part of the cooperative process to establish urban growth areas:
 - a. Planning for an orderly progression of annexations or incorporations within urban growth areas during a 20 to 30 year planning period.

- b. Establishment of agreements for interim governance of urban growth areas outside the City which are expected to be annexed.
- c. Negotiations of agreement for the appropriate allocation of financial burdens resulting from the transition of land from the county to the City.
- d. Identification of service providers and levels-of-service that will be provided to urban growth areas that lie outside the City and are not needed to accommodate any growth of the City.

U-107 The City should designate and map urban growth areas within which urban-level growth is to be encouraged, and outside of which growth should occur only if it is rural in character and consistent with natural resource policies and rural area policies. An urban growth area may include lands which are located outside the City limits if such lands are characterized by urban growth or are adjacent to land already characterized by urban growth.

U-108 The City should utilize the following procedures in the designation of urban growth areas:

- a. A determination of the amount of land necessary to accommodate likely growth, which should include a 20 to 30 year employment and population growth forecast, community growth goals, an identification of the amount of land needed for public facilities and services to support the growth, and an identification of the appropriate amount of open space to be preserved or created in connection with the overall growth pattern.
- b. A determination of the geographic area to be encompassed to provide the land necessary for growth, which should include an inventory of land available within the City available for development, an estimate of lands within City boundaries which may be potentially available for the public capital facilities and utilities necessary to support anticipated growth, and an estimate of lands to be allocated to open space or which are undevelopable. The urban growth area should encompass a geographic area which matches the amount of land necessary to accommodate likely growth, and the area should proceed outward from the present municipal boundaries until the amount of land necessary to accommodate likely growth is included. Areas that have existing public facility and service capacities to

serve anticipated development should be considered first for inclusion in the urban growth area.

- c. An evaluation of the future geographic requirements. This should include an analysis which anticipates the ability to finance the public facilities and services needed in the urban growth area over a 20 to 30 year period, the effect of confining growth within these areas to the price of property and its related impact on the ability of residents of all economic strata to obtain affordable housing, whether the level of population and economic growth contemplated can be achieved within the capacity of available natural resources and without environmental degradation, and the extent to which other governmental land use plans may influence the urban growth area.

3. RURAL AREA POLICIES

The primary land use consideration for development within rural areas involves compatibility with its rural character and providing for a variety of rural densities. The designation and conservation of these areas will maintain rural community character as a valued part of the City's diversity, provide a choice in living environments, maintain a link to our heritage, allow small-scale farming and forestry, and buffer valuable resource lands from incompatible uses.

U-200 Rural areas should be defined, identified and mapped as those resource lands with long-term commercial significance.

U-201 Rural areas should be consistent with one or more of the following criteria:

- a. Good opportunities exist for small-scale farming and forestry.
- b. A rural area designation will help buffer nearby resource lands from conflicting urban uses.
- c. There are major physical barriers to providing urban services at reasonable cost.
- d. Significant environmental constraints make the area generally unsuitable for intense urban development.

U-202 The City should preserve long-term rural areas with low residential densities and appropriate public improvements and services to provide for a rural lifestyle and protect rural character.

- U-203** The primary residential land use in rural areas should be very low density. Rural areas should also accommodate resource area-based uses compatible with rural character and a rural level of public facilities and services.
- U-204** Redesignation of rural areas to urban areas should occur only when necessary to achieve an adequate supply of land in order to prevent the premature expansion of urban services to into rural areas and to encourage the efficient use of land.
- U-205** The City should assure that portions of rural areas which are designated as future urban growth areas are not allowed to develop at densities and in subdivision patterns which would preclude future urban densities, except where existing environmental constraints, development patterns, and character make high densities impractical.

Chapter 2

Land Use Element

1. INTRODUCTION

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

The goals and policies of this Chapter, and the associated land use plan map, together with the goals and policies in the other chapters, are designed to address the land use needs of the City for the next 20 to 30 years.

2. LAND USE GOALS

The land use goals are the long term ends to be achieved through the policies, plan map, implementing ordinances, and implementing decisions.

- L-001** Encourage and provide for growth in economic activity and population while maintaining a balanced and orderly pattern of development and protecting the desirable attributes of the City and its environs.
- L-002** Encourage appropriate land uses within suitable areas.
- L-003** Provide sufficient space, protected from conflicts, for all land uses.
- L-004** Encourage the redevelopment of under utilized and blighted areas.
- L-005** Provide for the expansion of uses which require additional area while minimizing potential adverse impacts on nearby uses.
- L-006** Minimize land use conflicts and encourage compatibility between land uses through careful and attractive design.
- L-007** Maximize the opportunities provided by waterways and terrain.

- L-008** Provide support for private sector developers to produce infill development, while encouraging infill development which is attractive to potential residents and both beneficial and acceptable to existing residents.

3. LAND USE PLAN MAP

The land use plan map allocates space for the various categories of land use anticipated by this plan. It does so based on the goals and policies of the plan and, as such, the plan map implements those policies.

- L-010** The City should update the land use map that is the general, visual representation of the goals and policies of the development plan. In cases of conflict between the plan map and the policies, the policies shall control. The plan map should be amended to reflect changes in policies and circumstances.
- L-011** The goals, policies, and land use map shall guide land use decision making and implementing measures such as zoning, subdivisions, site plan review and Washington State Environmental Policy Act review.
- L-012** Zoning applications in compliance with the plan map and the land use area policies shall be considered in compliance with the comprehensive development plan, notwithstanding any other policy.
- L-013** The land use map, land use designations, and the densities allowed in the designations should allow for a portion of the Washington State Office of Management and Finance's estimated Grays Harbor County population increase of between 78,822 up to 97,231 persons by the year 2020. This would accommodate more than the City's fair share of regional population and housing.

4. LAND USE POLICIES

Residential Development

Housing is the major use of land in the City of Aberdeen, occupying well over half of its developed land. Policies to accommodate and guide the location and density of residential development are essential to achieve the goals of this Comprehensive Plan. Effective residential development regulations are also essential to protect public health and safety, and to promote a quality living environment.

- L-020** The City of Aberdeen should encourage and promote a wide range of residential development types and densities in various parts of the

City to meet the needs of a diverse population and provide affordable housing choices for all income levels.

- L-021** The City should encourage most new residential development to occur in areas where facilities and services can be provided at the lowest public cost. Residential areas should have a variety of housing types and prices, including mobile home or manufactured home parks, multifamily development, duplexes and townhouses, and single family residences.
- L-022** The City should encourage the establishment of policies and programs which provide for an integrated residential neighborhood setting, including residential day care facilities and group home facilities.
- L-023** Conditional uses are intended to reduce processing time and produce more consistent decisions. The uses listed as conditional uses have the potential for impacts that preclude the use from being permitted outright in a specific zoning district. The conditional use procedure allows these uses to be considered by the Board of Adjustment on a case-by-case basis for conformance with the Comprehensive Plan and compatibility with surrounding uses.
- L-024** Special uses are intended to reduce processing time and produce more consistent decisions. Those uses listed as special uses in the zoning code have the potential for impacts that preclude the use from being permitted outright and generally may also require subdivision or binding site plan approval. The special use procedure allows these uses to be considered by the same decision makers reviewing the subdivision or binding site plan. The special use review are intended to take place concurrently. The special use review is similar to a conditional land use review, but is performed by the Planning Commission and the City Council. It is necessary to retain a zoning review of these uses because the subdivision and binding site plan reviews alone do not adequately address compatibility and other zoning-related issues.

The Single Family Residential area should protect and maintain Aberdeen's single-family residential neighborhoods in a manner that encourages neighborhood revitalization where needed. Suitable undeveloped areas are designated Single Family Residential to provide for increased residential development and to designate the major public parks, schools, and semi-public uses which currently exist or are proposed. The single family residential area should provide a full range of low-intensity housing opportunities.

- L-030** Areas where single family residences are the predominate existing land use should be designated Single Family Residential in the zoning ordinance and accompanying land use map.
- L-031** Vacant areas adjacent to single-family neighborhoods, where the topography and level of public facilities are suitable for single-family residential development, should be designated Single Family Residential area.
- L-032** Vacant areas whose access is or will be provided by streets through existing single-family neighborhoods are suitable for Single Family Residential area designation. Where access is provided by streets which border a single-family neighborhood, areas of greater density may be designated where compatible with the other policies of the Comprehensive Plan.
- L-033** Blocks and half blocks on the borders of single family neighborhoods where over half of the area is occupied by single family dwellings, and including the block or half-block, would provide an area boundary in greater conformity with the criteria noted in policy L-035.
- L-034** Areas adjacent to principal and minor arterials should be unsuitable for single family residential area designation, unless needed to provide stable boundaries.
- L-035** The Single Family Residential area boundaries should separate uses within the area from more intense uses to the extent feasible. Where consistent with this policy and the other area policies, the following features should be used as area boundaries:
- a. Natural features such as rivers, streams, gullies, and changes in topography.
 - b. Major transportation routes such as highways, arterials, collectors, and railroad lines.
 - c. Platted blocks, lots, and improved alleys.
 - d. It is recognized that more intense uses may need to expand into existing residential neighborhoods designated as single family residential. In general, such expansion should be discouraged. In areas where no other available sites exist for expanding uses, the new designation should use the minimum amount of land area and should follow this boundary policy. Expanding uses may be required to provide and maintain buffers along the new boundary created by the expansion where necessary to lessen

the impacts of the more intensive use on adjacent Single Family Residential areas.

- L-036** The Single Family Residential area should be zoned in conformance with the purpose and appropriate uses of this area and the City's development standards. These standards should also be implemented through the City's other development ordinances and review procedures.

The Multiple Family Residential area should provide for residential neighborhoods with a mix of multi-family residences in areas where the available or planned public facilities are adequate for the allowed density. The area contains provisions to ensure that adequate public facilities and amenities are provided. The area also contains requirements to increase compatibility between this area and the single family residential area.

- L-040** Areas of predominantly multi-family housing types, including duplexes and townhouses, should be designated Multiple Family Residential area.
- L-041** Areas with a mixture of single-family detached, duplex, and multi-family housing types where the public facilities are adequate to accommodate the intensity of development allowed by this area, or the needed facility improvements are planned, should be designated Multiple Family Residential area.
- L-042** Areas which border on commercial areas where a transition is needed should be designated Multiple Family Residential area.
- L-043** Vacant areas suitable for residential development where the existing and/or planned public facilities are adequate for the level of development allowed should be designated Multiple Family Residential area. The facilities to be evaluated include street classification and capacity, and water, sewer and surface water capacity.
- L-044** Areas suitable for the Single Family Residential area should be unsuitable for the Multiple Family Residential area designation, as should areas which are committed to commercial or light industrial uses.

The Residential Professional area should provide a transition between downtown and other intense commercial areas and the adjacent residential neighborhoods, and to enable the development of neighborhoods with a mix of high density residential, professional, and service uses in appropriate locations. To accomplish this transitional function, the allowed uses and design standards

encourage an overall residential character. Non-residential uses allowed in this designation typically generate low to moderate levels of traffic, have low to moderate parking demands, and operate during daylight hours so as to minimize potential impacts on adjacent residential uses.

- L-050** The areas adjacent to downtown or other major commercial centers, such as the east Aberdeen area or the South Boone Street commercial corridor, where separation between the residential and commercial use is necessary, should be designated a Residential Professional area.
- L-051** Areas where the street network can provide access to uses within the areas without directing traffic onto residential streets should be designated a Residential Professional area.
- L-052** Areas suitable for the Single Family Residential area or the Multiple Family Residential area, or which this designation could negatively effect adjacent single family residential areas, are unsuitable for the Residential Professional area designation.

Commercial Development

Economic vitality is essential to Aberdeen's quality of life. Continued economic development is necessary to maintain that vitality, providing employment to a diverse population, replace jobs lost through changes in technology or markets, and to assure a stable and equitable municipal tax base. The economic development role of this Comprehensive Plan is to establish general criteria for the location of commercial growth, to direct public facilities and services be adequate to support this growth, and to identify general design concepts for commercial development.

- L-060** The City should work cooperatively with federal state, county and local agencies, non-profit organizations, and the private sector to encourage economic development which will provide continuing employment and economic vitality.
- L-061** 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 the degree of economic development being planned.
- L-062** City land use plans should help diversify and strengthen the municipal, county, state and national economies.
- L-063** Techniques considered to implement the City's economic development goals should include innovative and flexible land use

regulations, expedited permit processing, and planned capital facility improvement programming.

The Major Institution area should provide for major public or semi-public institutions and services centers, including multi-family dwelling units, to support the institutions. The area contains design standards to lessen the potential impact on the nearby residential areas.

- L-070** The area includes and supports an existing or proposed major public or semi-public institution, such as a hospital or an educational facility, should be designated a Major Institution area. The street network surrounding such uses should provide, whenever feasible, street access without directing traffic onto adjacent residential streets.
- L-071** Areas suitable for the Single Family Residential area are generally unsuitable for the Major Institution area designation, as are areas where this designation could negatively effect adjacent Single Family Residential areas. It should be recognized that many of these uses, such as places of worship, hospitals, and schools have traditionally located in residential areas to be near to those in need of their services.

The Commercial Residential area should provide the opportunity for appropriate types of professional, commercial, and multi-family residential development on the major highway routes through Aberdeen while enabling the continuation of existing residential uses. Because of the opportunities provided by the state highways and high levels of transit service, a wide range of uses are allowed within the area. Provisions are included to improve compatibility between the wide range of uses allowed by the Commercial Residential area.

- L-080** Areas immediately adjacent to a state highway segment, with a mix of residential and commercial uses, should be designated a Commercial Residential area.
- L-081** Areas immediately adjacent to a state highway segment which is likely to be used for commercial and residential purposes in the next six years.
- L-082** Areas immediately adjacent to principal arterial segments which connect a commercial area of one block or larger with a state highway.
- L-083** Areas which are not immediately adjacent to a state highway should be unsuitable for a Commercial Residential area.

- L-084** The boundaries of the Commercial Residential area should be interpreted flexibly. While the mapped boundary typically extends a half block away from the state highway, the area may be expanded to a greater depth provided all of the following conditions are met:
- a. The development will front upon or have direct access to the state highway.
 - b. A sight obscuring buffer shall be maintained on all boundaries with a residential area which are not an alleys or streets.
 - c. Driveways, curb cuts, and other forms of vehicular access to streets opposite the state highway shall be reviewed and approved by the Washington State Department of Transportation and the City on a case-by-case basis.

The Downtown Commercial area should serve to promote the continued development and revitalization of downtown Aberdeen. The area design standards are intended to facilitate continued redevelopment and retain the desirable, unique characteristics of downtown including the compact development pattern, the pedestrian orientation, and the variety and character of downtown buildings.

- L-090** Areas located within the traditional downtown central business district, or immediately adjacent to downtown, and characterized by a compact development pattern should be designated a Downtown Commercial area.
- L-091** Areas outside of downtown and the immediate vicinity should be unsuitable for the Downtown Commercial area designation.
- L-092** The Downtown Commercial area should not be expanded into adjacent residential areas unless additional land is needed to accommodate a project that cannot locate elsewhere, and which will substantially contribute to the revitalization of downtown, adequately provide for the parking and public facility needs of the project, and designed to not negatively impact the adjacent residential neighborhoods.
- L-093** The Downtown Commercial area should not be expanded into adjacent commercial or industrial areas unless needed to accommodate a project which will be similar in character to the desirable elements of downtown, and which will adequately provide for the project parking and public facility needs.

- L-094** Adequate lighting, vegetation maintenance, sidewalks, street washing and cleaning, street signage, and roadway markings should be provided on all downtown streets and in alleys.
- L-095** Sidewalks should be constructed and maintained along all streets within the Downtown Commercial area for the duration of the use. If the City determines that there are adequate, pre-existing sidewalks, new sidewalks need not be constructed as a condition of new development.
- L-096** Facade improvements should be encouraged on the building fronts and sides facing those streets defined as existing or potential pedestrian pathways. Special emphasis should be placed on facilitating improvements to public infrastructure, such as sidewalks and lighting, and to the exteriors of privately-owned structures located along the state routes.

The General Commercial area should provide for a wide variety of commercial uses, particularly large scale commercial uses and commercial uses dependent upon high traffic volumes, in areas best suited for these uses and where their intensity will not adversely impact other uses.

- L-100** Areas with existing general commercial development should be designated a General Commercial area.
- L-101** Property characterized by the following three criteria should be located within the General Commercial area:
 - a. The areas are adjacent and have direct access to a arterial, collector or high capacity local street.
 - b. The streets and other public facilities serving the areas are adequate or will be improved to the level necessary to accommodate the size and intensity of the proposed development.
 - c. The area is separated or buffered from the single family residential area.
- L-102** Areas adjacent to Single Family Residential areas should be unsuitable for designation as a General Commercial area, as are areas suitable for industrial or manufacturing uses.

The Waterfront Development area should encourage the appropriate redevelopment of under-utilized and vacant waterfront areas suitable for a mix of uses. Because of the unique opportunities provided by access to shorelines of

statewide significance, special provisions are included to encourage compatibility among these various uses. Public access to the shoreline should be addressed through the shoreline permit process for any proposed land use action.

- L-200** Property characterized by all of the following criteria should be located within Waterfront Development areas:

 - a. The areas are adjacent to the rivers or harbor, or those which are water dependent.
 - b. The areas are characterized by a mix of water-related commercial uses, light industrial uses, and under-utilized or vacant properties.
- L-201** Areas in existing residential neighborhoods designated either Single Family or Multiple Family Residential, or those suitable for heavy industrial or manufacturing uses involving outside activities, should be unsuitable for the Waterfront Development designation.
- L-202** Adequate street lighting should be provided on all streets within this area and where needed on pedestrian paths and accessways. On-site exterior lighting should not reflect onto adjacent uses or property.
- L-203** Sidewalks should be constructed and maintained along all arterials within this area for the duration of the use. If pre-existing sidewalks are determined to be adequate by the City, new sidewalks need not be constructed as a condition of new development.
- L-204** Safe and convenient pedestrian access to and along the waterfront shall be provided where required by the policies of this plan, the City's Shoreline Master Program, and the Grays Harbor Estuary Management Plan.
- L-205** Exterior storage areas should provide sight-obscuring landscaping, and improved off-street parking facilities should be landscaped so as to buffer such areas from streets, adjacent properties, and shorelines.
- L-206** In areas where river bank or harbor bank erosion has or may occur, adequate protection measures and setbacks may be required by the City Shoreline Hearings Board or the Washington State Department of Ecology to stabilize the bankline or uplands.
- L-207** Residential and commercial uses adjacent to the shorelines should be designed to maximize the buildings waterfront views and encourage use of the waterfront areas. Where public waterfront

access is provided or designated, adjacent residential and commercial uses should provide an entrance fronting on the path.

Industrial Development

Groupings of similar or compatible industrial uses can improve the flow of shipping and employment traffic, as well as allowing firms to share facilities and services. Groupings also help reduce land use conflicts with less-intensive uses. Light industries are those with relatively minor impacts, such as electronic research and assembly, equipment repair, and light fabrication, with all activities customarily conducted inside a building. These businesses can be successfully grouped with offices and may be compatible with adjacent residential areas when developed in a business park or campus-style setting. Heavy industries, such as wood processing, machinery manufacturing, mining operations, and port facilities, may have multiple impacts that are more complicated to mitigate, such as heavy truck traffic, noise, vibration, light, glare, and odors. These impacts can best be controlled when heavy industries are separated from residential and commercial uses.

- L-300** Industrial development should be grouped with similar or compatible use to in areas that limit land use conflicts, improve traffic flow and safety, and allow businesses to share public facilities and services.
- L-301** Uses that generate significant non-industrial auto and pedestrian traffic during industrial working hours should be discouraged from locating in industrial areas, if such traffic would be incompatible with the industrial uses.
- L-302** Industrial parks should be encouraged to develop efficient and attractive working environments, with a mix of uses and at an employee-per-square foot ratio that encourages transit use.

The Light-Industrial area should provide space for transportation, warehousing, contractors yards, industrial sales, and industrial uses contained within a building which do not create objectionable noise, odors or hazards.

- L-400** Business properties whose industrial activities are conducted primarily inside buildings should be designated a Light Industrial area.
- L-401** Light industrial uses should be discouraged from developing in the Waterfront Development area.
- L-402** Areas which do not have direct access to a state highway or designated truck route, or where the uses allowed in this area would have an adverse effect on adjacent uses, should not be designated a Light Industrial area.

- L-403** Areas suitable for heavy industrial or large scale manufacturing uses should not be located in the Light Industrial area.

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

- L-500** Industrial development should be designed to be compatible with adjoining uses. Off-site impacts, such as noise, odor, light and glare, and vibration should be mitigated through the pollution control measures, setbacks, landscaping, and other best management practices. Unsightly views of parking areas, loading areas, and storage areas should be screened from adjacent office, retail and residential uses.
- L-501** Areas where the allowed uses could have a major adverse effect which cannot be lessened are unsuitable for the Industrial area designation.
- L-502** Industrial development should have direct access from principal arterials or state routes. Access points should be combined and limited in number to allow for adequate levels of service on arterials. Access through residential areas should be discouraged.

Chapter 3

Economic Development Element

1. INTRODUCTION

The level of growth and development in the City is, in large part, the result of the regional economic base. A region's economic base is the total level of economic activity within the area, that is the total amount of goods and services produced and sold. The economic well being of area residents is also dependent on the economic activity taking place in the community. A consistent flow of goods and services, in conjunction with a consistent increase in private sector investment, provides a solid foundation for long-term economic growth.

A major goal for the City of Aberdeen is to encourage economic development that provides for both a strong economy and diverse employment opportunities for area residents. Planning for economic development should utilize a regional perspective as the costs and benefits of economic growth go beyond jurisdictional boundaries.

2. ECONOMIC DEVELOPMENT GOALS

The economic development goals are the long term result to be achieved through the implementation of policies in land use decisions.

- E-001** Encourage the development of new commercial and industrial uses in appropriate locations.
- E-002** Encourage increases in the number and variety of jobs available to local residents.
- E-003** Encourage the retention of existing economic activities and jobs.
- E-004** Encourage and provide opportunities for increased diversification of the local economy.
- E-005** Encourage the development and maintenance of attractive, functional, and efficient commercial areas.
- E-006** Encourage the appropriate redevelopment of vacant and under utilized commercial and industrial sites.

- E-007** Provide a wide variety of locations for commercial and industrial development.
- E-008** Work cooperatively with all elements of the local economy, including labor, businesses, and other local governments.
- E-009** Work cooperatively with new businesses considering locations within Aberdeen and the region.
- E-010** Provide the opportunity for the efficient utilization of the area's natural resources and conserve the natural resources upon which the economy depends.

3. ECONOMIC DEVELOPMENT POLICIES

The economic development policies outline and describe directions for governmental action and decision making to implement the economic development goals. It is essential that the City establish a high level of credibility with governmental lending institutions as a strategy to secure funding for essential projects during periods of limited economic growth.

- E-020** The City of Aberdeen should work cooperatively with adjoining cities, the County, the Port of Grays Harbor, non-profit organizations such as the Aberdeen Revitalization Movement, the Grays Harbor Chamber of Commerce, the Grays Harbor Economic Development Council, and the private sector to encourage economic development which provides continuing employment and economic vitality, and be consistent with this Plan's goals and policies.
- E-021** The City should make every effort to make a supply of physically suitable and serviced sites potentially available to meet the needs of expanding and new businesses in appropriate areas.
- E-022** City land use plans should help diversify and strengthen the local economy.
- E-023** The City should identify the type and level; of public facilities and services appropriate to support the degree of economic development being planned.
- E-024** Techniques considered for the implementation of the City's economic development goals should include flexible land use regulations, expedited permit processing, and planned capital improvement programming.

E-025 The City should encourage the establishment of home occupation businesses in residential areas, provided that impacts to the character of the neighborhood are appropriately mitigated.

4. ECONOMIC DIVERSIFICATION POLICIES

The City has been required to develop strategies designed to retain its historic economic base of timber processing and commercial fishing, while expanding its efforts to become a regional retail and service provider.

E-030 Adequate areas should be designated for commercial and industrial uses in appropriate locations and at appropriate levels of intensity. Development trends should be monitored to ensure that adequate areas remain available over time.

E-031 Adequate areas should be provided to enable the expansion of existing businesses and industries where consistent with the policies of protecting existing neighborhoods and resource areas.

E-032 Increased economic diversity should be encouraged by planning for a full range of commercial and industrial uses consistent with the Comprehensive Plan's land use policies.

E-033 Economic development activities and planning for economic growth should be coordinated with public and private economic development groups and other jurisdictions.

E-034 The City of Aberdeen should continue to participate in cooperative, regional economic development and marketing efforts.

E-035 Public facility and services expenditures should be used to demonstrate municipal commitment to development as a method to encourage continued private investment within the City.

E-036 Aberdeen, in cooperation with other public and private economic development agencies, should maintain, within the constraints of available funding, information on the City and region for use in market feasibility studies and other business studies.

E-038 City staff, in cooperation with other public and private economic development agencies, should continue to monitor available public sector programs which can assist private firms and maintain contacts with the funding agencies.

- E-039** The City should maintain the capacity to issue revenue bonds, in cooperation with other local agencies, and actively promote their use for appropriate local projects.
- E-040** The City of Aberdeen should actively seek state and federal funding needed to facilitate the retention of existing firms, the expansion of existing firms, and the siting of new firms and economic activities within appropriate areas of the community.
- E-041** Local funds should be used to improve or provide public facilities to retain existing firms, for expansions to existing firms, and to establish new firms, provided:
- a. The retention or expansion would not otherwise occur or the new firm would not locate in the community.
 - b. The firm will either employ increased numbers of local residents, retain existing jobs, or pay enough in fees and/or taxes from the expansion or new facility to repay the expenditures and debt service costs within the likely economic life of the facility while also paying for the other the public facilities and services used.
 - c. State and federal funds are not available or will not fund the full cost of the needed improvements.
 - d. The expenditure of local funds on these improvements will not foreclose improvements needed to support existing development.
- E-042** The City should explore the feasibility of establishing a revolving loan fund to assist in financing the improvement and expansion of existing businesses and siting new businesses within Aberdeen. Sources of possible funding include Urban Development Action Grants repayments and other state or federal funds. In administering a revolving loan fund, the City should seek the greatest return possible on all loans.
- E-043** The City should encourage the State of Washington to allow the deferral of sales tax payments for firms constructing new or expanded commercial and industrial facilities.
- E-044** The job training and vocational education providers serving Grays Harbor County, such as the Aberdeen School District and Grays Harbor College, should be encouraged to continue to provide training opportunities tailored to the needs of specific businesses. The

availability of these programs should be publicized as part of the marketing efforts described in the other policies of this element.

E-045 Local economic development organizations should work with local businesses to aid them in expanding their product lines and markets particularly in areas outside the region.

E-046 Local economic development organizations should identify feasible opportunities for additional products based on local resources and to increase production of resources which are under utilized within Grays Harbor County. These opportunities should be marketed to private firms.

E-047 Public facilities and public services serving commercial and industrial areas should be adequate to enable the efficient operation of these enterprises given the constraints of available funding.

E-048 Existing transportation corridors should be maintained and necessary improvements provided in cooperation with other levels of government and private firms and organizations.

E-049 Commercial and industrial uses should be protected from incompatible uses and uses which would limit their operations or efficiency.

E-050 Important natural resources, such as prime forest lands, prime agricultural lands, and important aquatic areas, should be conserved and used for resource based industries.

E-051 Increased retail trade and tourism should be encouraged by protecting and enhancing the appearance of the built and natural environments.

E-052 The effectiveness of the City of Aberdeen's economic development policies and activities should be evaluated on a regular basis. Adjustments should be made to the policies and activities as needed.

5. DEVELOPMENT SITING POLICIES

Municipal efforts to either assist in the relocation of an existing local business to a site better suited to meet their long-term needs, or to assist in the effort to recruit new businesses to the area, requires an informational base that involves a wide variety of City services.

E-060 As demands for commercial or industrial land approach the capacity of the available lands in the designated areas, these areas should be expanded and/or new areas designated as appropriate.

- E-061** In designating new or expanded commercial and industrial areas priority should be given to under-utilized and blighted lands suitable for redevelopment for those uses.
- E-062** New and expanded commercial and industrial areas should conform to the policies of the land use element and this economic development element.
- E-063** Concentrations of businesses which are complimentary, which attract increased customers, and/or which provide needed services or goods for nearby producers and consumers, should be encouraged by the land use pattern and its policies.

6. REDEVELOPMENT POLICIES

The redevelopment of sites with full infrastructure service is essential to the economic diversification strategy of the City.

- E-070** Continuing economic development should be encouraged in existing commercial and industrial areas to maintain the economic and employment base, safeguard private investments, and make use of existing public improvements. This policy recognizes that the type and intensity of uses appropriate to a commercial or industrial area may change over time and beneficial and appropriate changes should be encouraged.
- E-071** Redevelopment of distressed commercial and industrial areas should be encouraged through development incentives and public improvements.
- E-072** Redevelopment efforts should be planned in cooperation with the businesses, property owners, and residents of the area and the community.
- E-073** The City should actively seek available state and federal funding to encourage the revitalization of distressed areas by stimulating private sector investment, and should consider the use of private sector mitigation funds as the local match required for grants and loans.

7. COMMERCIAL DEVELOPMENT POLICIES

The City, as an essential public service provider, plays a vital role in the encouragement of the private sector to initiate development.

- E-080** New commercial firms should be encouraged to locate within the City of Aberdeen.
- E-081** The expansion of existing commercial uses is encouraged in appropriate locations.
- E-082** The prime commercial land within Aberdeen should be designated for commercial uses.
- E-083** Safe and attractive pedestrian pathways should be provided to link stores, parking areas, transit stops, and nearby residential neighborhoods. The pathways should be coordinated with the City pedestrian network.
- E-084** Efforts to attract pass-through travelers such as increased amenities, parks, parking improvements, and public bathrooms should be encouraged. The City should cooperate with interested groups to secure federal and state funds, funds from benefited properties, and other available funds to facilitate the construction of these amenities.
- E-085** Mixed uses should be encouraged in appropriate commercial areas.
- E-086** Mixed-use developments should be designed to encourage compatibility among the uses. The uses within the development shall be compatible with each other and surrounding uses.
- E-087** The City, in cooperation with other organizations and private businesses, should develop ample off-street parking in commercial areas with parking deficiencies.
- E-088** Where commercial uses are located next to residences and no open spaces or edges separate the uses, buffers, fences, or plantings should be required where necessary to lessen the potential for impacts on the residential uses.

8. INDUSTRIAL DEVELOPMENT POLICIES

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

- E-090** New industrial firms should be encouraged to locate within the City of Aberdeen and in the Grays Harbor area.
- E-091** The expansion of existing industrial uses is encouraged in appropriate areas.

- E-092** A full range of industrial uses should be allowed and encouraged to increase economic diversity.
- E-093** The prime industrial land within Aberdeen and the region should be designated and reserved for industrial uses in a manner consistent with the directives provided by the 1990 Overall Economic Development Program and the 1989 Industrial Lands Study for the Grays Harbor region.
- E-094** Industrial uses may expand into designated residential and commercial areas, provided:
- a. The land is needed for industrial uses which do not have other opportunities for expansion at their existing site within the City, or in other suitable areas of the City if the business is not currently located in Aberdeen.
 - b. The land used for expansion is on the border of a residential area.
 - c. The borders between the uses are compact and the residential uses are buffered and screened where needed.
 - d. Access to the industrial uses should not be provided by local or collector arterials serving a residential neighborhood. Plan areas and zoning consistent with this policy should be found to be consistent with the applicable plan area designation criteria and the other policies of this Plan.
- E-095** Where industrial uses are located next to designated residential areas and no open spaces or edges separate the uses, buffers, fences, or plantings should be required where necessary to lessen the impacts on the residential uses.
- E-096** Extractive industries mine or extract rock, gravel, fill dirt, and other useful minerals or subsurface resources. These resources are important to the continued development of the region. The extraction and processing of these natural resources should be managed to prevent conflicts with nearby land uses and to protect air and water quality. The actual exploration and extraction of these resources shall only be allowed through an unclassified use permit. The processing activities may be allowed at extractive sites through the unclassified use permit where appropriate or in suitable industrial areas as either a permitted or conditional use.

E-097 Unclassified use permits for exploration and/or extraction components of extractive industries should only be granted when impacts on adjoining land uses can be satisfactorily lessened. All permits should require review and renewal dates as a condition of permit issuance to ensure best management practices are used and the extraction operation and any processing activities located outside of an industrial district remain compatible with surrounding uses.

E-098 Extractive industries should only be allowed outside of designated natural resource areas and industrial areas when consistent with the following directives:

- a. The site has direct access to arterials. Truck traffic should not use residential collector or local access streets.
- b. Noise and vibration from extractive operations should be minimized. Operations should be limited to daylight hours.
- c. Peak surface water runoff should not increase above naturally occurring levels. The runoff and any discharges should not degrade the quality of any receiving waters.
- d. Buffers and setbacks should be required for heavy equipment, mines, and pits. Fencing should be considered for sites located adjacent to state routes.
- e. A reclamation plan has been developed and future use determined. A bond or other legally enforceable mechanism should be required to ensure the plan will be implemented.

9. DEVELOPMENT SITING POLICIES

Municipal efforts to either assist in the relocation of an existing local business to a site better suited to meet their long-term needs, or to assist in the effort to recruit new businesses to the area, requires an informational base that involves a wide variety of City services.

E-100 As demands for commercial or industrial land approach the capacity of the available lands in the designated areas, these areas should be expanded and new areas designated as appropriate.

E-101 In designating new or expanded commercial and industrial areas priority should be given to under-utilized and blighted lands suitable for redevelopment for those uses.

E-102 New and expanded commercial and industrial areas should conform to the policies of the land use element and this economic development element.

E-103 Concentrations of businesses which are complimentary, which attract increased customers, and which provide needed services or goods for nearby producers and consumers, should be encouraged by the land use pattern and its policies.

10. DESIGN POLICIES

The Comprehensive Plan provides minimal direction in encouraging the implementation of essential design elements that allow for integrated development.

E-110 Adequate public facilities and amenities should be provided in future commercial and industrial areas as the areas are needed.

E-111 Requirements and development standards for commercial and industrial areas should be the minimum necessary to provide for adequate public services, attractive and efficient areas, low public service maintenance costs, and to lessen adverse impacts on nearby uses.

E-112 The type and level of amenities required should be related to the intended use and the location of the development.

E-113 Building placement and landscaping should be used to separate conflicting uses and to separate intensive uses from adjoining residential areas.

E-114 Heavy machinery, service entries, storage areas, and loading docks should be screened from adjacent residential areas.

E-115 Commercial areas should be served by the following improvements:

- a. Paved streets with a capacity adequate to accommodate the level of development and improved sidewalks or walkways.
- b. Curbs and gutters, or other provisions for drainage control.
- c. City water and sewer services.

E-116 Industrial areas should be served by the following improvements:

- a. Paved Streets with a capacity adequate to accommodate the level of development.

- b. Curbs and gutters, or other provisions for drainage control.
- c. City water and sewer services, and industrial water where feasible.

Chapter 4

Housing and Community Development Element

1. INTRODUCTION

Aberdeen, incorporated in 1888, is the residential and commercial core of Grays Harbor County. Situated along the banks of the Chehalis River and the Grays Harbor estuary, the City is a contiguous urban area of approximately 11.938 square-miles. Weather conditions in the City are typical of a transition temperate rain forest region exhibiting cool and moist weather patterns, with rainfall averaging 70 to 80 inches annually and temperatures remaining moderate throughout the year.

Population

Since 1990, Aberdeen has experienced a modest increase in growth, although it has yet to recover the population loss experienced during the 1980's. Census information illustrates a population decrease of 15.1 percent, ranging from 19,653 in 1950 to 16,690 in 1997. The state population increased 135.7 percent during this same time period.

Age

The percentage of City residents who are age five years and under is similar to the rest of the state, but this changes with each group thereafter. A drop, of between three and five percent, in the six through 64 age groups likely reflects the large out-migration of younger City residents during the economic downturn of the 1980's. The 34.5 median age of Aberdeen residents is slightly higher than the 33.1 median age state average.

Race

Aberdeen has less racial diversity than the state average. Census information indicates that, out of the total population, approximately three percent is of African-American descent, approximately 2.8 percent are Native American, two percent are of Asian Pacific Island decent, and approximately 1.2 percent are of Hispanic origin. Its percentage of the county's overall population, however, continues to decline. Aberdeen continues to be the second largest City in Washington's Olympic Peninsula region.

Living Arrangements

Aberdeen has the lowest percentage of family households, at 60.7 percent, and persons per household, at 2.34 percent, of the Harbor cities. Aberdeen 11.5 percent of female heads of household is greater than the 9.4 percent statewide

average. Approximately 14.1 percent of seniors live alone in the City, which is greater than the 8.7 percent state average.

Income

The \$11,783 per capita income level of City residents lags behind the \$14,923 found in the rest of the state. The estimated median household income of \$28,343 for Grays Harbor County residents in 1997 was the fifth lowest reported for Washington's 39 counties; the state average was \$33,560. Recent trends also show that income levels in the county grew at a significantly lower level than elsewhere in the state.

Another income measure is the number of people in the City whose households are of low- and moderate-income. A low-income household earns 50% of the county's median household income. A moderate-income household earns 80% of the county's median household income. Nearly 43% of households in Aberdeen qualify as low- and moderate-income households. A majority of households in nine Aberdeen census tract block groups is low- and moderate-income.

The United States Census Bureau determines poverty by relating household size to total family income. The poverty threshold for a family of four people in 1989 during the Census was \$12,674 or less. The income threshold limit for a single person under the age of 65 years was \$6,451. For those single individuals 65 and older, the threshold was \$5,947. Aberdeen's 18.4 percent of people in poverty is greater than the state's 10.9 percent average.

Education

Aberdeen residents report lower educational attainment than the state average. This is particularly evident in the number of individuals with higher education degrees, with the City exhibiting 73.4 percent compared to the state average of 83.8 percent for a high school degree, and 12.5 percent compared to the state average of 22.9 percent for a bachelor's degree.

Social Service Program

The Department of Social and Health Services (DSHS) report high program use rates by the residents of Aberdeen. Out of the state's top 100 cities in population, Aberdeen ranks number 13 in the percentage of population using DSHS services overall.

Health

Comparisons between state averages and the country maternity statistics show that Grays Harbor County has:

1. Lower birth rates;
2. A higher percentage births by mothers 17 and under;
3. A higher rate of mothers smoking during pregnancy; and,
4. Generally higher infant mortality rates.

Department of Health statistics also show that Grays Harbor County has much higher death rates than the state average for leading causes. Overall, the death rate in Grays Harbor County is one and one-half times greater than the state average.

2. HOUSING

Housing is the largest single user of land in the City of Aberdeen, occupying over fifty percent of the developed land. A city's housing stock is important beyond the area used for housing. One of the primary determinations of the health and well being of an individual is the housing he or she live in.

Housing Units by Type

The City of Aberdeen has a slightly higher percentage of single family residences and a significantly smaller percentage of mobile homes than the statewide averages. Approximately one-quarter of the housing stock in Aberdeen is multi-family housing. Between 1990 and 1997, the number of single family housing units declined in Aberdeen; the number of multi-family housing units also declined in the same period.

Housing Age

Homes built in 1939 or earlier make up 47.8 percent of the total housing stock, which is considerably higher than the reported 15.7 percent state average.

Housing Affordability

The 1997 median home purchase price of approximately \$75,000 for Grays Harbor County falls far below the statewide median of approximately \$150,000. Frequently, the county has the lowest median home purchase price of any county in the state. The median home purchase price does not account for the quality of the housing.

The Washington Center for Real Estate Research developed its Housing Affordability Index based on the ability of a middle income family to make a 20% down payment and carry a 30 year mortgage payment on a median price home.

When the index is 100, there is a balance between the family's ability to pay and the cost of the home. An index figure over 100 indicates a more affordable housing market.

Homes priced in the City rank consistently affordable according to this index. A comparison with other counties in the state shows that the county typically falls within the top five for affordability. However, one of the assumptions used for calculating affordability, the ability of a family to make a 20% down payment, takes for granted the ready availability of sufficient savings.

Housing Quality

A 1997 housing condition survey conducted by Neighborhood Housing Services, included in a housing and community development study used as part of this Chapter, revealed a majority of homes in each census block group need some level of repair. The survey evaluated the exterior appearance of roofs, foundation, windows, and siding. Neighborhood Housing Services also assigned repair cost values to each criteria based on recent housing rehabilitation experience. Survey teams made no attempt to evaluate interior conditions relating to plumbing, electrical, insulation, or interior walls.

The study indicated that Aberdeen has the second highest percentage of single family residential structures reporting one or more deficiencies, preceded by Hoquiam and followed by Cosmopolis. Aberdeen has the highest total repair value at \$18 million, followed by Hoquiam at \$12.7 million and Cosmopolis at \$1.5 million. Repairs for windows and siding are the most common housing deficiencies in Aberdeen.

The 1997 Neighborhood Housing Services survey also solicited comments from residents of Aberdeen, Cosmopolis, and Hoquiam regarding community issues relating to housing, public improvements, social services, and economic development. Distribution and collection of surveys occurred at the South Shore Mall in Aberdeen over a seven-day period. A total of 159 adults completed the survey, with 109 Aberdeen residents returning the highest number, followed by 42 Hoquiam residents and eight Cosmopolis residents.

Housing Perceptions

When the survey asked Aberdeen residents to list the three worst housing problems in their community, they most frequently stated the following issues in priority:

1. There is not enough affordable, quality rental housing available.
2. Aberdeen housing in general is not affordable and is in poor condition.

3. Many property owners do not maintain their homes, especially low-income households.
4. Many landlords do not properly maintain their rental properties.
5. Housing in the community is in generally short supply.
6. Property taxes are too high.
7. There is not enough low-income housing available.
8. First-time home buyers have trouble finding affordable housing.
9. Many homeowners need financial assistance in fixing up or repairing their homes.
10. Some neighborhoods fail to adequately maintain properties more so than others.

3. HOUSING GOALS

Meeting the housing needs of the City requires a coordinated, comprehensive approach. This Element contains the housing goals to address Aberdeen's identified housing needs; these goals are the long term ends to be achieved through policies, implementing ordinances and decisions.

- H-101** Encourage the development of new housing in appropriate locations.
- H-102** Complete an inventory and condition analysis of existing housing and projected housing needs. It should include the identification of sufficient land for housing, including government-assisted housing, housing for low- and moderate-income residents, manufactured housing, multi-family housing, group homes, foster-care facilities, and transitional housing facilities.
- H-103** Encourage the increase in the availability of adequate housing for all social, racial, and economic segments of the City.
- H-104** Encourage the opportunity for a wide range of choice in housing types and locations.
- H-105** Encourage the maintenance and improvement of the City's housing and neighborhoods.
- H-106** Encourage the elimination of housing discrimination based on race, color, ethnic or national origin, religion, sex, age, or household composition.

H-107 Advocate for an increase the availability, affordability, and quality of housing for citizens by:

- a. Rehabilitating existing housing to improve and maintain its quality.
- b. Expanding the availability of quality, affordable rentals.
- c. Encouraging the construction of new single and multi-family housing for households of all income levels.
- d. Assist in the creation of innovative public and private financing tools for home ownership.
- e. Examine the establishment of incentives and regulations for property owners to maintain their properties.
- f. Helping neighborhoods improve their appearance.

4. HOUSING POLICIES

The housing policies outline and describe general directions for governmental action and decision making to implement the housing goals.

H-201 Adequate areas should be designated for all housing types at appropriate densities. Housing trends should be monitored to ensure that adequate areas remain available over time and as housing needs and demands change.

H-202 Requirements and development standards for new housing should be the minimum necessary to provide for adequate public services, low public service maintenance costs, and to maintain the desirable attributes of the existing neighborhoods.

H-203 Developments which comply with City policies and standards should be expeditiously approved.

H-204 City staff should be available to provide guidance early in the development process to minimize development costs, decrease review time, and ensure proposals comply with City policies and standards.

H-205 City policies and standards should permit flexibility to encourage innovation and reduced housing costs while ensuring that adequate facilities are provided and the housing is compatible with the desirable traits of the existing neighborhoods.

- H-206** Land use policies, standards, zoning, and platting requirements should be based on the desirable characteristics of existing neighborhoods.
- H-207** The City should pursue the following housing strategies:
- a. Support the efforts of Neighborhood Housing Services to rehabilitate existing low and moderate-income, owner-occupied housing in Aberdeen.
 - b. Encourage and assist private lenders and non-profits to work together in developing home ownership programs for low- and moderate-income and first-time buyers. Programs that help these groups include down payment assistance, reduced mortgage rates, increased loan terms, and reduced down payment requirements.
 - c. Adopt innovative land use plans and regulations that promote affordability and supply. This can occur by allowing increased density, a variety of housing types in all districts, and cost-effective infrastructure design.
 - d. Support private and non-profit developers increase the quality and availability of multi-family rental housing.
- H-208** Land use policies, standards, zoning, and platting requirements which tend to discourage investment in existing neighborhoods should be revised.
- H-209** Mobile homes should be allowed in mobile home parks and mobile home subdivisions in all appropriate residential plan designations.
- H-210** Double-wide mobile homes with the characteristics of traditional housing types should be encouraged in the Single Family Residential plan designation.
- H-211** Townhouses should be located in single-family areas in clusters at the average density allowed by the zone after site specific review, the smaller lots being balanced by permanent open space.
- H-212** The City should participate with Hoquiam and Cosmopolis in preparing a joint application to the Community Development Block Grant Program to fund a housing rehabilitation project for low and moderate-income property owners. Neighborhood Housing Services should design, implement, and administer the program on behalf of the three cities.

- H-213** The City should support the efforts of Neighborhood Housing Services to rehabilitate existing low and moderate-income, owner-occupied housing in Aberdeen, Cosmopolis, and Hoquiam.
- H-214** The City should encourage private lenders and non-profits to work together in developing home ownership programs for low- and moderate-income and first-time buyers. Programs that help these groups include down payment assistance, reduced mortgage rates, increased loan terms, and reduced down payment requirements.
- H-215** The City should adopt innovative land use plans and regulations that promote affordability and supply, such as allowing increased density, a variety of housing types in all districts, and cost-effective infrastructure design.
- H-216** The City should support private and non-profit developers increase the quality and availability of multi-family rental housing.
- H-217** The City should improve the quality of neighborhoods by encouraging community cleanup activities and enforcing nuisance regulations against property owners who do not maintain their properties.
- H-218** The clustering of residences on part of a site with the remainder to be permanently maintained as open space should be encouraged in areas where a site's development potential is limited by natural features, such as geologically hazardous areas.
- H-219** Townhouses should be located in multi-family areas to provide diversity in housing styles and ownership options.
- H-220** Lot size averaging, lot clustering, flexible setback requirements, and attached and detached housing types should be encouraged in appropriate locations as part of the subdivision review process.
- H-221** Since multi-family housing designed specifically for the elderly, the disabled, and low and moderate-income populations typically generate less traffic, fewer demands on recreation areas and parking, and has less impact on surrounding areas than other multi-family development of comparable density, the development standards and requirements applied to this housing type should be less. To ensure that the intent of this policy is met, reduced standards should only apply to developments whose funding requires that elderly, disabled, and low and moderate-income residents occupy the housing units.

- H-222** The use of energy conserving and renewable energy technologies should be encouraged. City standards and requirements should allow exceptions to encourage energy conservation and renewable energy protection when hazards will not be created.
- H-223** In reviewing residential developments, the potential for renewable energy sources and energy efficient site development techniques to conserve energy should be considered by the City and the applicant.
- H-224** The City should encourage the Housing Authority of Grays Harbor to continue to seek available housing funds to help meet the housing needs of those lower income households which cannot otherwise be adequately housed through existing mechanisms.
- H-225** The City should support Neighborhood Housing Services in their application for grant funding through the Housing Trust Fund to support a down payment assistance program for low and moderate-income. Private lenders should be solicited to participate in the project with purchase funds.

5. COMMUNITY DEVELOPMENT

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

Unemployment in Aberdeen and Grays Harbor County consistently exceeds the state average and has remained high throughout the 1990's. Taxable retail sales also indicate poor economic performance. Aberdeen has experienced a loss in taxable retail sales for the past two years. According to Aberdeen residents, the major barriers to economic development in their community are:

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

Public Improvements

Aberdeen residents wrote, in a survey used for this Chapter of the Comprehensive Plan, the three most needed public improvements in their community. These projects were:

1. Construct or improve sidewalks throughout the City.
2. Improve the water system to ensure a reliable and clean supply of drinking water.
3. Develop a City-wide system of bicycle lanes and trails.
4. Improve, repair, and clean City streets.
5. Improve storm drainage in the community, including south Aberdeen ditches.
6. Improve flood control.
7. Fix up or removal of buildings in the downtown area and elsewhere in the community.
8. Park improvements, including increased accessibility for the disabled and an activity center.
9. Better park maintenance.
10. More activities for youth.

Social Services

Aberdeen residents listed, in a survey used for this Chapter of the Comprehensive Plan, the most critical social problems facing their community. These problems were:

1. The abuse of drug and alcohol by adults and youth.
2. The need for better and affordable health care.
3. The need for quality, affordable day care, particularly for parents working swing shifts.
4. Lack of activities for teens.
5. Too much crime and juvenile delinquency.

6. Teenage pregnancy.
7. Lack of care or assistance for seniors and the disabled.

Community Barriers

Aberdeen residents listed, in a survey used for this Chapter of the Comprehensive Plan, the major barriers to economic development in their community. The barriers were:

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

6. COMMUNITY DEVELOPMENT GOALS

The City can play a direct and indirect role in addressing their community development needs. Many of the issues discussed in this plan are not the focus of municipal government. However, whenever the City lacks the resources and expertise to address any of the goals and strategies listed below, it should seek out other public and private organizations to form partnerships in designing and implementing specific action steps.

- H-301** Encourage residential developments which are compatible with the desirable elements of an existing neighborhood's character.
- H-302** Protect existing residential neighborhoods from the incompatible uses and the adverse impacts of developments. Neighborhoods should be protected from incompatible uses by edges, arterials, open spaces, transitional uses, or buffers. City standards and requirements should minimize any potential impacts from new developments. Development reviews should take into account probable significant adverse impacts on existing neighborhoods and require mitigating measures to lessen these impacts.
- H-303** Maintain public facilities and services in existing neighborhoods and, where necessary, upgraded within the constraints of available funds.

- H-304** Publicize existing housing rehabilitation incentives in appropriate ways.
- H-305** Encourage the revitalization of priority neighborhoods through the targeting of available federal funds for housing rehabilitation and public facilities improvements.
- H-306** Emphasize partnerships between the City, neighborhood residents, and the private sector to revitalize targeted neighborhoods.
- H-307** Continue efforts to work with private land owners to remove priority deteriorated buildings which cannot be rehabilitated, using available City resources where private resources are not available.
- H-308** Improve the economy of Aberdeen by:
- a. Creating employment opportunities that offer family wage jobs.
 - b. Recruiting new business to the community;
 - c. Strengthening existing businesses to retain jobs and services;
 - d. Improving educational and training programs that increase worker skills; and
 - e. Encourage the community to explore issues and make decisions about growth and change.
- H-309** Develop and maintain public improvements that protect and enhance the health, safety, and welfare of the community.
- H-310** The City should encourage the delivery of comprehensive and coordinated social services to community members aimed at:
- a. Eliminating drug and alcohol abuse by youth and adults;
 - b. Helping parents care for children with affordable, accessible, and quality day care;
 - c. Increasing the availability and affordability of health care;
 - d. Expanding programs that assist seniors and the disabled;
 - e. Reducing crime and juvenile delinquency; and,
 - f. Providing clean and sober activities for teenagers.

H-311 Maintain all residential structures in a safe and weather-tight condition.

H-312 Maintain vacant lots free of weeds and other nuisance vegetation.

7. COMMUNITY DEVELOPMENT POLICIES

Aberdeen intends to address the community development needs of its citizens through implementation of goals, strategies, and policies that are designed to create positive land use results within the City. These goals reflect the expected achievement of the City's efforts to address community needs. The policies are the methods used to attain established goals. Together, they represent the City's planned approach to efficiently and effectively bring about positive change to the community.

H-401 The City should support programs and agencies that treat drug and alcohol abuse by adults and teens. City prevention programs, such as DARE, help dissuade youth from abusing drugs and alcohol.

H-402 The City should support programs, agencies, and private businesses that provide affordable day care for children.

H-403 Support efforts by local organizations and health care practitioners to provide affordable health care to people of all incomes.

H-404 Support agencies and organizations providing care and assistance to the elderly and the disabled.

H-405 Reduce crime and juvenile delinquency in the community by supporting law enforcement programs and community activities, such as Block Watch.

H-406 Work with youth, the school districts, local organizations, and Parks and Recreation Department to increase the number of clean and sober youth activities available throughout the City.

H-407 The City should encourage the retention and expansion of existing businesses in the community by:

- a. Fostering small business development through government and private sector sponsored training and financial assistance;
- b. Enhancing the City's visitor appeal by supporting efforts at increasing tourism;
- c. Supporting local downtown commercial revitalization efforts;

- d. Encouraging small business development through government and private sector sponsored training and financial assistance; and,
- e. Linking local businesses with a variety of business development resources.

H-408 The City should pursue the following public infrastructure strategies:

- a. Upgrade municipal water systems to improve quality and supply.
- b. Expand and improve surface water drainage systems serving residential and commercial districts.
- c. Construct new and repair existing sidewalks.
- d. Develop a City-wide network of bicycle lanes and trails.
- e. Expand City parks, including adding accessibility improvements for the disabled.
- f. Upgrade and maintain City streets.
- g. Expand City facilities to accommodate growth in services.

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

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

H-410 The City should support efforts for the expansion of and enrollment in vocational training and baccalaureate degree programs. These programs should be readily available to both youth and adults.

- H-411** The City should continue, and increase where financially possible, its support of community spring clean-up activities.
- H-412** The City should regularly hold public forums, workshops, meetings and hearings for all community members that share information on and encourage discussions about sustainable development. The City should use innovative methods to reach out to community members through non-traditional venues.

Chapter 5

Transportation Element

1. INTRODUCTION

Transportation systems are one of the most crucial and expensive public services provided by the City of Aberdeen. The appropriate integration of adequate roads and effective public transit is necessary for economic growth and desirable living conditions. Conflict between major transportation routes and nearby land uses can lead to air pollution, traffic congestion, and hazardous conditions for motorists, bicyclists and pedestrians. The planning and coordination roadway and transit systems to respond to existing and expected growth is essential to make the best use of public funds.

This element is concerned with the variety of transportation systems that serve Aberdeen, including water-borne commerce, railroads, highways, and streets. This element is also concerned with the relationship between transportation systems, land use growth, and economic development. Public investments in transportation systems can predetermine and influence private investment decisions related to development.

2. TRANSPORTATION SYSTEM GOALS

The transportation goals are the long term objectives to be achieved through the implementation of various policies, funding decisions, ordinances, and programs.

- T-001** Establish and maintain a safe, functional, and efficient multi-modal transportation network in cooperation with other public and private transportation organizations.
- T-002** Plan, fund, and construct projects that improve surface, air, and water facilities.
- T-003** Maintain and improve the transportation and circulation system.
- T-004** The City, the Port of Grays Harbor, and Washington State should facilitate improved truck access to the industrial and commercial areas of the City.
- T-005** The City and the Grays Harbor Transportation Authority should encourage the continued provision of transit services to meet the needs of City residents.

- T-006** The City, the Port of Grays Harbor, and private sector water-dependent uses should encourage the maintenance and continued development of both the Grays Harbor Navigation Channel and water-borne shipping terminals.
- T-007** The City, the Port of Grays Harbor, and Grays Harbor County should encourage the maintenance and improvement of the region's rail freight systems.
- T-008** Collaborate with the private sector to provide a safe and pleasant pedestrian system which promotes both functional and recreational walking.
- T-009** Encourage bicycle use for recreation and transportation.
- T-010** Require mitigation where possible to minimize the negative aspects of transportation systems on residential neighborhoods.

3. TRANSPORTATION SYSTEM PLAN MAP

The transportation and circulation plan map provides a correlation between existing transportation facilities and the level-of-service needs of the community.

- T-020** The City should prepare a transportation system plan map which identifies the function of streets within the City of Aberdeen and indicates the general location of future development potential which will require an expansion of the circulation system.
- T-021** The transportation system plan map should be coordinated with the adopted street designation map.
- T-022** The City should pursue the planning, design and construction of a north ring road arterial from the Sunset Drive area northeasterly to the general area of Herbig Heights, and eventually to the Bench Drive area.
- T-023** Principal arterial alternatives should continue to be developed as funds become available. These alternative routes will enable truck and through traffic to bypass the downtown and the residential areas located near Simpson and Sumner Avenues.
- T-024** An alignment of the alternate truck route should be along the State Street to Port Industrial Road east-west corridor and in the vicinity of the railroad right-of-way, with final route location consistent with the Washington State Department of Transportation's SR-101 Feasibility Report: SR-12 to SR-109 Hoquiam/Aberdeen, Washington.

4. GENERAL TRANSPORTATION SYSTEM POLICIES

Effective utilization and management of the platted right-of-ways within the City will ensure the installation of essential pedestrian, vehicular, drainage, and utility facilities that benefit all citizens. The transportation and circulation policies outline and describe directions for municipal decision making which implement the transportation goals. They also establish a framework for functional plans for the state highway and street system, public transit, and major bicycle and pedestrian facilities. Functional plans should define required service levels and facility improvement standards.

- T-030** The City of Aberdeen should prepare a transportation system functional plan, which analyzes findings, conclusions and recommendations contained in the City's Six-Year Street Plan, the State's Washington Coastal Corridor Master Plan, the City's Report 12: Streets and Circulation study document, the State's SR-101 Feasibility Report: SR-12 to SR-109 Hoquiam/Aberdeen, Washington and the State's 1998 A Highway Between The Bays: A Management Plan For the State Route 105 Corridor.
- T-031** First priority should be given to transportation system improvements which maintain or improve access, service levels, and safety within already developed areas.
- T-032** Second priority should be given to transportation system improvements that facilitate increased economic activity and employment.
- T-033** The City should support highway access to both the City and the Washington coastal areas that are improved in a manner consistent with those concepts noted for Planning Area Two in the Washington State Department of Transportation's Washington Coastal Corridor Master Plan.
- T-034** The City's Six Year Street Plan and any other functional street or transportation plans should be consistent with the directives provided by the Comprehensive Plan.
- T-035** New streets should be constructed to serve those portions of the City as they develop. The location and alignment of future streets should be determined during the platting and development review process.
- T-036** New construction and the reconstruction of existing buildings should be discouraged within the preferred or secondary alignment of the alternative route.
- T-037** Where the alternative route will be immediately adjacent to residential neighborhoods, or areas designated residential by the comprehensive development plan map, noise suppression measures

and buffers should be provided between the roadway and the residential areas.

- T-038** Right-of-way requirements for arterial and collector streets should be the minimum necessary to accommodate the roadway at full development, on-street parking, sidewalks, utilities, any planned amenities, and any planned buffers or noise suppression measures.
- T-039** The City should work collectively with the cities of Cosmopolis and Hoquiam, the Port of Grays Harbor, the Grays Harbor Transportation Authority, Grays Harbor County, and the State to establish level-of-service categories based on the Washington State Transportation Research Board's Highway Capacity Manual.
- T-040** The City should analyze level-of-service issues to determine roadway capacities and examine the opportunity to establish concurrency requirements. Information contained in the Transportation Inventory section for Planning Area Two of the Washington Coastal Corridor Master Plan should be used in this analysis.
- T-042** When local and neighborhood circulation patterns are established, the possible future need to redesignate local access streets as collectors or arterials should be evaluated and additional right-of-way acquired where needed.
- T-043** Whenever possible, new arterial corridors should follow topographic or land use patterns which minimize disruptive impacts on adjacent property.
- T-044** Whenever possible, new arterial corridors should be planned so that they do not border either existing or future school sites. Existing streets contiguous to school sites should not be designated as arterials.
- T-045** New collectors and arterials should not divide industrial sites or interfere with the efficient use of industrial areas.
- T-046** Access driveways and curb cuts should be limited on arterial and collector streets to maintain traffic capacity. Uses abutting arterial or collector streets should be encouraged to obtain access from side streets and common driveways. Mid-block driveways along arterials, which would adversely impact the level-of-service provided by the street, should be discouraged.
- T-047** Outside of downtown Aberdeen, all buildings should be constructed to conform with the building setback area requirements of the various

zoning districts to ensure that widening can be efficiently accomplished and to provide a pleasing streetscape.

- T-048** All new development providing street service to residential areas, commercial areas, and mixed use should have vertical curbs, unless determined by the City to be detrimental to surface water management control.
- T-049** Street lighting should be provided at all street intersections, cul-de-sacs, and as required by the City for safety.
- T-050** Right-of-way requirements for local access streets should be the minimum necessary to accommodate the roadway, on-street parking, sidewalks, and utilities.
- T-051** The City should inventory land and transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning and funding.
- T-052** The City should establish level-of-service standards for all arterials and transit routes to serve as an indicator of system performance, with these standards regionally coordinated. The City should establish specific actions to address facilities or services that are operating below the established level-of-service standard.
- T-053** The City and the Washington State Department of Transportation should plan, design, secure funding, and construct projects which address roadway curvature problems at North Alder Street at Sumner Avenue, Simpson Avenue at North Park Street, and West Curtis Street at North West Boulevard.
- T-054** The City should identify system expansion needs and transportation system management needs to meet the current and future location, timing, and capacity demands of future growth.
- T-055** The City should prepare an analysis of transportation system funding capability to assess need in relation to probable funding resources. This analysis should include a multi-year financing plan based on the needs identified in the Six Year Street Plan, a discussion of securing additional funding or reassessing land use assumptions in the event that anticipated funding is insufficient to meet need, intergovernmental coordination efforts, and demand management strategies.

6. RESIDENTIAL TRANSPORTATION SYSTEM POLICIES

The provision of appropriate pedestrian and vehicular facilities, designed to meet the developed density of residential areas within the City, is an essential function of municipal government. The design and condition of private streets and driveways frequently are overlooked during the traditional planning process, despite the fact they represent potentially dangerous site access issues and costly remedies which far outweigh their importance in the total overall transportation system.

T-060 Residential street circulation patterns should be designed in conformance with the following principles:

- a. The topography and other physical features should be taken into account so that impacts from steep grades and difficult lot approaches are minimized.
- b. Numerous intersections and direct connections with arterials should be discouraged.
- c. Intersections should have adequate sight distances, have an angle of intersection as close to 90-degrees as possible, and be safe.
- d. Short distance cul-de-sacs should be included in development design to maintain residential character, while providing adequate vehicular circulation and access for emergency and service vehicles.
- e. Through traffic should travel through residential neighborhoods by the street pattern designed to disperse traffic created by any new development.
- f. Safe and convenient access should be provided to nearby schools and parks.
- g. The streets should be integrated with existing street patterns and planned future routes.
- h. Solar exposure should be facilitated when consistent with the policies of this Plan and City-approved traffic circulation design.

T-061 Street width in residential neighborhoods should be related to street function and the level-of-service so that the following objectives will be met:

- a. To provide a safe environment for children, bicyclists, and pedestrians.
- b. To provide for overflow on-street parking in neighborhoods, provided that adequate fire service access is maintained.
- c. To conserve energy and materials.
- d. To minimize storm water runoff and erosion associated with grading.
- e. To avoid unnecessary development and maintenance costs.

T-062 Temporary cul-de-sacs, hammerheads, and other turn-arounds may be constructed as part of a development, provided that the street will be extended in the future and that it is constructed to be consistent with Public Works Department and Fire Department policies.

T-063 Development approval processes, including rezones, subdivisions, and State Environmental Policy Act reviews, should be used to obtain additional rights-of-way and the construction of streets, sidewalks and bike improvements where required by the policies of this plan.

T-064 The development approval process should include equitable ways of ensuring that proposed projects help provide off-site transportation improvements when such projects contribute to an significant adverse impact to the transportation facility's level-of-service.

T-065 Any required off-site transportation improvement should include a City-approved reimbursement plan which provides partial compensation to the developer from those who subsequently use and benefit from the constructed improvement.

T-066 Residential developments adjacent to arterials should be designed to minimize the noise, glare, and traffic impacts to the development from the arterial.

T-067 Private streets should be allowed, provided they are constructed to public street standards and are consistent with the following directives:

- a. The private street is an easement or separate parcel and owned in common by all the owners of all property served by the street. Shared ownership of the street should not be separated from ownership of the property served by the private street.

- b. A legally enforceable mechanism is established to maintain the street and related drainage facilities. The maintenance mechanism should provide that the City may inspect and order that maintenance and repair work be done on the street and any associated facility, such as sidewalks and drainage structures.

T-068 Private driveways provide access to individual buildings from streets. All joint access private drives serving two or more dwelling units should comply with the following requirements:

- a. Any driveways and parking required by zoning ordinance should either be owned in common by all the owners of all property and buildings served by the drive and parking, or be located within an access easement. The ownership should not be separated from the property.
- b. If the driveway is owned in common, a legally enforceable mechanism should be established to maintain the driveway, the parking area if owned in common, and related facilities such as sidewalks and drainage structures. The maintenance mechanism should provide that the City may inspect and order that maintenance and repair work be done on driveway and any associated facility.

7. COMMERCIAL TRANSPORTATION SYSTEM POLICIES

Road sections located within commercial zoning districts frequently require facilities designed to adequately address high traffic volumes and mixed vehicle use.

T-070 Local access streets serving mixed use and commercial areas should have a paved width adequate to accommodate the projected traffic volumes and vehicle types.

T-071 Development approval processes, such as rezones, subdivisions, and building permit processes, should be used to obtain rights-of-way and the construction of transportation improvements consistent with the policies of this plan.

T-072 The City should analyze traffic circulation patterns in the downtown and east Aberdeen, utilizing information contained in the City's 1989 East Aberdeen Traffic Improvement Program.

9. INDUSTRIAL TRANSPORTATION SYSTEM POLICIES

A majority of the transportation corridors which provide access from industrial properties to the State transportation system are located within areas that were

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

- T-080** Local access streets serving mixed use and industrial areas should have a paved roadway width adequate to accommodate the projected traffic volumes and vehicle types.
- T-081** Development approval processes, such as rezones, subdivisions, and building permit processes, should be used to obtain rights-of-way and the construction of transportation improvements required by the policies of this Plan.
- T-082** The City should advocate for the proposed truck route connection between West State Street and the Port Industrial Road as detailed in the Washington State Department of Transportation's SR 101 Feasibility Report: SR-12 to SR-109 Hoquiam/Aberdeen, Washington.
- T-083** The truck route system should be designed to ensure that ample truck access is provided to industrial areas while minimizing transportation impacts on residential and commercial areas.
- T-084** Private industrial haul roads are encouraged in appropriate areas to provide an increased level of access to industrial areas and minimize impacts on other uses.
- T-085** Truck routes and industrial haul roads should be within industrial areas whenever possible, and designed and constructed to minimize impacts on nearby uses and natural resources.

10. PORT AND MOORAGE FACILITY POLICIES

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

- T-090** The City of Aberdeen and the Port of Grays Harbor should coordinate land use, economic development, and public facility policies, decisions, and actions which impact both jurisdictions.
- T-091** The City should support the continued maintenance and improvement of the Grays Harbor Navigation Channel.

- T-092** The City should support the ongoing maintenance of the Grays Harbor Navigation Channel.
- T-093** The development and maintenance of deep-water marine shipping terminals is encouraged in the industrial and waterfront development zoning districts.
- T-094** Small watercraft moorage, docks, boat yards, and facilitates and businesses that support both commercial and recreational small craft activities should be encouraged at appropriate locations along the Chehalis River, the Wishkah River, and Grays Harbor.
- T-095** The City and the Port of Grays Harbor should consider the preparation of a coordinated interagency multi-year service and location analysis of port capital facilities. The analysis should include rail and truck freight movement for use in assessing transportation system adequacy and land use compatibility and availability for current and future port needs.
- T-096** The City and the Port of Grays Harbor should coordinate development and transportation programs for consistency with both the City's Comprehensive Plan and the Port's Industrial Properties Master Plan.

11. RAILROAD TRANSPORTATION SYSTEM POLICIES

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

- T-100** Automobile and pedestrian railroad crossings should be limited to maintain rail safety and efficiency. Rail crossings which are not necessary for automobile or pedestrian circulation should be closed. Rail crossings should be signalized and improved to facilitate pedestrian and vehicle safety.
- T-101** The railroad should be encouraged to maintain, upgrade and extend rail service within Aberdeen and Grays Harbor County. Alternatives to any proposed rail abandonment for spurs which serve existing industries or planned industrial areas should be thoroughly explored.
- T-102** Regional freight terminals should provide screening and buffering to reduce their visual impact on surrounding land uses. Of-site impacts, such as increased traffic congestion or air and noise pollution, should be mitigated.

- T-103** The City and the private service provider should consider the preparation of a coordinated multi-year service and location analysis of rail facilities. The analysis should include information on the location, ownership, and condition of facilities, and land use compatibility and availability for current and future railroad company needs.
- T-104** The City and Port of Grays Harbor should work collectively to plan, design, secure funding, and construct trans-loading facilities which enhance economic development opportunities.

12. PEDESTRIAN TRANSPORTATION SYSTEM POLICIES

The City of Aberdeen was incorporated in 1888. Development is at a high density consistent with that typically found in urban areas. Pedestrian facilities should be designed and constructed to meet both the recreational and transportation needs of a diverse public.

- T-110** The City of Aberdeen should encourage the development of a pedestrian facility system which provides safe, convenient access to all areas of the community and a variety of employment, shopping, and recreational opportunities.
- T-111** Sidewalks should be maintained in a safe, passable condition. The City should continue to maintain those pedestrian facilities of general benefit, with priority given to those areas of greatest pedestrian use.
- T-112** The City should complete construction of both the *East Aberdeen Waterfront Walkway* and the *South Aberdeen - Cosmopolis Trailway*, and pursue funding to plan, design and construct additional pedestrian transportation facilities.
- T-113** In constructing and repairing sidewalks in residential areas, priority should be given to providing safe access to schools and parks.
- T-114** Sidewalks should be constructed along property frontages as part of the land development process.
- T-115** Pedestrian facilities should be considered during the design phase for street construction or reconstruction projects.
- T-116** Sidewalks should be constructed, whenever possible, at an elevation equal to or greater than any adjacent area subject to high-frequency localized flooding or impoundment.

- T-117** Wheelchair ramps should be incorporated into sidewalk and walkway design, with wheelchair accessibility included in trail system design and construction.
- T-118** The City should construct pedestrian facilities along state routes for those roadway sections note in the Planning Area Two section of the Washington Coastal Corridor Master Plan.
- T-119** The City and Aberdeen School District No. 5 are encouraged to provide pedestrian facilities along all state routes and within right-of-ways that serve as connectors between school sites and the state routes.

13. BICYCLE TRANSPORTATION SYSTEM POLICIES

The main arterials within the City also serve as a major component of the state route transportation system, with average daily traffic counts in excess of 15,000 vehicles along certain sections of the system. It is essential that both local residents and tourists be afforded the opportunity to utilize safe and well-designed bicycle facilities.

- T-120** The City should prepare a bicycle route plan map, which should display the bicycle route system for the City of Aberdeen. The map should include both bicycle corridors designated by the Washington State Department of Transportation for intercity transportation and locally designated routes to facilitate bicycle use within Aberdeen.
- T-121** The existing routes shown on the bicycle route plan map should be signed, as funding becomes available, to indicate their designation as bicycle routes.
- T-122** Improvements to streets should remove any hazards to bicycle use whenever possible.
- T-123** When repairs or improvements are planned for streets designated as bicycle corridors or bicycle courses, consideration should be given to the impact of the proposed improvements on bicycle use. The construction of bicycle safety measures should be considered depending on the availability of funding.
- T-124** The bicycle paths shown on the plan map should be constructed based jointly on the availability of City funds and as part of private sector development on adjacent property.

- T-125** Ordinances regulating bicycle use in the City of Aberdeen should be periodically reviewed to ensure they do not unreasonably hinder bicycle use.
- T-126** The City is encouraged to provide pedestrian facilities along all state routes and within right-of-ways that serve as connectors between school sites and the state routes.
- T-127** The City should construct bicycle transportation facilities along state routes for those areas identified as deficient in the Planning Area Two section of the Washington Coastal Corridor Master Plan.

14. PUBLIC TRANSPORTATION SYSTEM POLICIES

Public transit service within Aberdeen is required to meet the diverse needs of high-density urban population while continuing to provide an effective level-of-service to and from rural areas.

- T-130** The City of Aberdeen should consult with the Grays Harbor Transportation Authority to coordinate land use, transportation, and public facility policies which impact both jurisdictions.
- T-131** The high level of transit service provided to the City of Aberdeen and Grays Harbor County should be maintained to the extent possible given funding constraints.
- T-132** The Grays Harbor Transportation Authority should be encouraged to continue to provide convenient access to employment, commerce, housing, and recreation and reliable connections to other transportation modes.
- T-133** Downtown Aberdeen should continue as the Transit systems' major transfer point. The City should encourage the Authority to continue to develop solutions to reduce traffic and bus conflicts, improve east-west system transfers, lessen street damage, lessen noise impacts, and reduce passenger-business conflicts.
- T-134** The City should encourage the Transit Authority to continue the program for installation of benches and shelters at high use bus stops locations.
- T-135** The City should encourage the Transit Authority to continue to provide transportation facilities and services which minimize air, water, and noise pollution.

- T-136** The City should encourage the Transit Authority to continue to provide accessible and convenient transportation facilities and services for elderly and disabled citizens.
- T-137** Bus stop shelters outside the transit center should be provided should be provided at route transfer points and at other bus stops as resources allow. Shelters also should be included in the design of business and industrial development located along transit routes.
- T-138** Bus pullouts should be incorporated into road design, as existing streets are reconstructed and new streets built, to improve traffic operation and safety.
- T-139** The City and the Transit Authority should consider the preparation of a coordinated interagency multi-year financing plan based on the needs identified in the City's Six Year Street Plan and Transit's public transportation system program.

Chapter 6

Capital Facilities Element

1. INTRODUCTION

Adequate roads, sewage disposal, water supply, fire and police protection, parks, libraries, and other public facilities and services are necessary to protect the public, health, safety and welfare of Aberdeen residents. Planning for public facilities and services can ensure that they are provided as the community grows, and can reduce public costs by encouraging maximum possible use of existing facilities and cost-effective service extensions.

The policies in this Chapter set forth Aberdeen's approach to assuring adequate facilities and services, providing a basis for adopting technical standards for service levels and facility design, and for deciding when and where such facilities and services should be provided. Other public agency service providers, such as special-purpose districts, may use this plan for their own planning, and to develop standards that can be integrated between the various service providers.

The Comprehensive Plan addresses facilities and services that are closely related to land use. Important facilities, such as social services or criminal justice, are not included in this Comprehensive Plan but are addressed in their respective functional plans.

2. CAPITAL FACILITY GOALS

The capital facility goals are the long term ends to be achieved through policy implementation.

- F-101** Complete an inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities. This should also include an evaluation of the extent to which these facilities possess presently unused capacity.
- F-102** Forecast the future needs of capital facilities based on the maintenance of existing levels of service, and consistent with the growth patterns, densities and growth anticipated in the land use element.
- F-103** Examine alternative locations and capacities as part of a capital facilities planning process.
- F-104** Reassess the land use element if the projected funding capacities for capital facilities are insufficient to meet existing and future needs.

- F-105** Establish levels-of-service for the various capital facilities which reflect community goals.
- F-106** Improve public facilities with service deficiencies, within the constraints of available funding.
- F-107** Manage new development, so that potential negative impacts on public facilities are minimized.
- F-108** Closely coordinate all capital facility functional plans and projects with the City of Cosmopolis, the City of Hoquiam, and Grays Harbor County to ensure cost-effectiveness and service coverage.

3. CAPITAL FACILITY POLICIES

The capital facility policies outline and describe directions for governmental action and decision making to implement the goals. The policies should also be applied to specific projects through zoning conditional use reviews, rezone ordinances, State Environmental Policy Act reviews, and subdivision reviews.

- F-201** Public facilities and services should be provided at levels necessary to support growth and development planned for urban areas. The facilities and services needed to support this growth and development are: transportation, sewage disposal, water, solid waste disposal, surface water management, police and fire protection, schools and libraries, and parks and open space. Facilities for social and health services are addressed in their respective functional plans.
- F-202** First priority should be given to public facility improvements which maintain or improve service within already developed areas.
- F-203** Second priority should be given to public facility improvements that facilitate increased economic activity and employment.
- F-204** The Comprehensive Plan should be coordinated and mutually consistent with the public facility functional plans.
- F-205** Public facilities in new developments shall conform to the policies and standards in the adopted functional plans.
- F-206** Water, sewer, and storm drainage utility extensions within the City should be accomplished in a coordinated manner, so a full range of utility service is provided to areas in a cost-effective manner.

- F-207** The capital facility functional plans should establish service area boundaries for the each type of public facility. The service area boundaries should be consistent and coordinated with land use needs and projected levels of growth.
- F-208** The development approval process, such as rezoning, subdivision, and State Environmental Policy Act reviews, should be used to obtain on-site utility rights-of-way and the construction of on-site utility facilities.
- F-209** The development approval process should include equitable ways of ensuring that proposed projects help provide off-site utility improvements when the projects contribute to the demand for those improvements. In determining the share to be attributed to the project, the public benefits provided by the project shall be weighted to determine if public participation in the project is warranted.
- F-210** The City should actively seek state and federal funds for public facility extensions and improvements needed to facilitate the retention and expansion of existing firms and the siting of new firms and economic activities within appropriate areas of the community.
- F-211** The costs of adequate facilities and services should be kept as low as possible, cost-effective relative to the benefit received, and distributed equitably. Extension of services and construction of facilities to support planned growth should:
- a. Be paid for by those who benefit, to the extent possible;
 - b. Prevent substantially reduced service levels for residents of existing neighborhoods; and
 - c. Be timed to prevent problems before they require expensive remedial action, while avoiding the costs of premature excess capacity in facilities and of services.
- F-212** The existing and scheduled availability and adequacy of planned facilities and services should be a major consideration in land use plans. Review of individual development proposals should include verification of the availability of all facilities and services essential to public health and safety in time to meet the needs generated by the proposal.
- F-213** Public facilities and services provided by all agencies, whether directly or by private developer extensions or contributions, should be provided at levels that support existing and planned uses.

4. DOMESTIC WATER UTILITY CAPITAL FACILITIES

Aberdeen residents, the residents in the adjacent City of Cosmopolis, and small areas of the Wishkah River valley receive domestic water from Aberdeen's municipal utility system, which distributes water from the sole surface water source of the Wishkah River watershed. The City has a compelling interest in a safe and adequate water supply to support existing development and expected growth. Federal and State regulations govern water quality standards, and the City is responsible for engineering, building, and operating a municipal domestic water system that complies with these regulations.

F-301 Public spending priorities for domestic water capital facilities and services should be as follows:

- a. First, to maintain or upgrade existing facilities and services where necessary to serve existing development at the applicable level-of-service standards; and
- b. Second, to upgrade facilities and services where possible to support planned growth at the applicable level-of-service standards.

F-302 The City should update its domestic water utility functional plan, which should contain an inventory of existing capital facilities indicating location and capacities, and include an evaluation of the extent to which the existing facilities possess presently unused capacity. This plan should also forecast the future needs for the capital facilities based on the maintenance of existing levels-of-service, forecast the future needs of the facilities consistent with anticipated growth, and examine the alternative possible locations and capacities of such future needed facilities. This functional plan should analyze the findings, conclusions and recommendations contained in the City's 1994 Water Comprehensive Plan and in the City's Report 11: Existing Public Facilities study document.

5. SANITARY SEWER UTILITY CAPITAL FACILITIES

Adequate sewage treatment and disposal are essential to protect public health and safety, and to maintain high quality for all water resource users. Aberdeen's wastewater is treated by a public sewer system, which conveys wastewater to a central plant for treatment and subsequent discharge into the Chehalis River.

F-401 Public spending priorities for sanitary sewer utility capital facilities and services should be as follows:

- a. First, to maintain or upgrade existing facilities and services where necessary to serve existing development at the applicable level-of-service standards; and
- b. Second, to upgrade facilities and services where possible to support planned growth at the applicable level-of-service standards.

F-402 The City should update its sanitary sewer utility functional plan, which should contain an inventory of existing capital facilities indicating location and capacities, and include an evaluation of the extent to which the existing facilities possess presently unused capacity. This plan should also forecast the future needs for the capital facilities based on the maintenance of existing levels-of-service, forecast the future needs of the facilities consistent with anticipated growth, and examine alternative possible locations and capacities of such future needed facilities. This functional plan should analyze the findings, conclusions and recommendations contained in the City's 2001 Comprehensive Sewerage Facilities Plan and in the City's Report 11: Existing Public Facilities study document.

6. INDUSTRIAL WATER UTILITY CAPITAL FACILITIES

The Cities of Aberdeen, Hoquiam and Cosmopolis receive industrial water from Aberdeen's municipal utility system, which distributes water from the sole surface water source of the Wynoochee River watershed. The City has a compelling interest in a reliable and adequate water supply to support existing industrial development and industrial recruitment efforts. Federal and State regulations govern municipal water transmission, and the City is responsible for engineering, building, and operating a municipal industrial water system that complies with these regulations.

F-501 The City's industrial marketing efforts and those regional industrial marketing efforts should actively promote the available industrial water resource.

F-502 Public spending priorities for industrial water utility capital facilities and services should be as follows:

- a. First, to maintain or upgrade existing facilities and services where necessary to serve existing development at the applicable level-of-service standards; and
- b. Second, to upgrade facilities and services where possible to support planned growth at the applicable level-of-service standards.

F-503 The City should prepare an industrial water utility functional plan, which should contain an inventory of existing capital facilities indicating location and capacities, and include an evaluation of the extent to which the existing facilities possess presently unused capacity. This plan should also forecast the future needs for the capital facilities based on the maintenance of existing levels-of-service, forecast the future needs of the facilities consistent with anticipated growth, and examine the alternative possible locations and capacities of such future needed facilities. This functional plan should analyze the findings, conclusions and recommendations contained in the City's 1996 Industrial Water Utility Rate Study and Recommendations, the City's 1998 Industrial Water Line Assessment, and in the City's Report 11: Existing Public Facilities study document.

7. SURFACE WATER MANAGEMENT UTILITY CAPITAL FACILITIES

Surface water can be managed most effectively by considering potential problems and solutions for an entire drainage basin. A basin may extend into another jurisdiction, so planning and implementation must be coordinated to be effective. Natural drainage systems have many important functions, including storing and regulating surface water flow, purifying surface water, recharging groundwater, conveying water, and supporting important biological activities. Alteration of existing natural systems results in public costs and can result in environmental degradation, including flooding, erosion, sedimentation, and adverse impacts to water quality and habitat elsewhere in the drainage basin.

F-601 Surface water management plans should consider entire drainage basins, with responsibility shared where the basin extends into adjacent governmental jurisdictions.

F-602 Natural drainage systems should be maintained and enhanced to protect water quality, reduce public costs, and prevent environmental degradation. Public improvements and private developments should not alter natural drainage systems without providing acceptable mitigation measures which significantly reduce or eliminate the risk of flooding or adverse impacts to water quality.

F-603 Water quality and natural drainage systems should be protected by controlling the quality and quantity of surface water run-off.

F-604 The City should continue the policy of funding drainage improvements incrementally as part of the operation of the surface water management utility. These incremental improvements should be coordinated with the City's functional drainage system plans. The goal of the utility should be to address priority drainage

improvements throughout the City. Each year the funds raised through the utility fee mechanism should be allocated to address drainage projects identified in the utility's functional plan.

- F-605** Public spending priorities for surface water management utility capital facilities and services should be as follows:
- a. First, to maintain or upgrade existing facilities and services where necessary to serve existing development at the applicable level-of-service standards; and
 - b. Second, to upgrade facilities and services where possible to support planned growth at the applicable level-of-service standards.
- F-606** The City should update its surface water management utility functional plan, which should contain an inventory of existing capital facilities indicating location and capacities, and include an evaluation of the extent to which the existing facilities possess presently unused capacity. This plan should also identify system deficiencies, forecast the future needs for the capital facilities based on the maintenance of existing levels-of-service, forecast the future needs of the facilities consistent with anticipated growth, and examine alternative possible locations and capacities of such future needed facilities. This functional plan should analyze the findings, conclusions and recommendations contained in the City's 1972 Report of Storm Drainage Improvements and in the City's Report 11: Existing Public Facilities study document.
- F-607** New development should not increase peak surface water run-off. New development should not increase total run-off quantity in critical drainage areas, or areas which exhibit erosion hazards or frequent flood hazards. New development should not increase peak storm water runoff discharges above the site's naturally occurring discharge levels, and surface water retention/detention facilities should be provided and maintained to control surface water in excess of the naturally occurring peak discharge.
- F-608** Site plans and construction practices should be designed to minimize on-site erosion and sedimentation impacts during and after construction.
- F-610** The City of Aberdeen will coordinate the improvement and expansion of public facilities with neighboring jurisdictions and public service providers which would be effected by utility decisions.

F-611 Those public facilities which have available capacity should be extended to new users outside the City limits in cases where those users will pay the full cost of the extension and a fair share of the operating and systems development costs.

8. PUBLIC SAFETY CAPITAL FACILITIES

Public safety services include police and fire protection, emergency medical services, and animal control. This element is concerned with these services, both public and contracted, as they relate land use. Supporting facilities include police and fire stations, training and equipment maintenance facilities, and shelters for impounded animals.

F-702 Public spending priorities for public safety capital facilities and services should be as follows:

- a. First, to maintain or upgrade existing facilities and services where necessary to serve existing development at the applicable level-of-service standards; and
- b. Second, to upgrade facilities and services where possible to support planned growth at the applicable level-of-service standards.

F-703 The City should update its public safety functional plan, which should contain an inventory of existing capital facilities indicating location and capacities, and include an evaluation of the extent to which the existing facilities possess presently unused capacity. This plan should also identify system deficiencies, forecast the future needs for the capital facilities based on the maintenance of existing levels-of-service, forecast the future needs of the facilities consistent with anticipated growth, and examine alternative possible locations and capacities of such future needed facilities. This functional plan should analyze the findings, conclusions and recommendations contained in the Police Department's 1997 Five Year Plan, the Fire Department's 1996 Five Year Plan, and in the City's Report 11: Existing Public Facilities study document.

F-704 The preferable locations for public safety facilities, such as police and fire stations, are in urban areas. Police and fire stations also may locate outside urban areas on sites with road access of an appropriate level-of-service, when such location would result in a better response time. Facility design and location should be coordinated with nearby jurisdictions.

- F-705** Police and fire department training facilities and centralized equipment maintenance facilities should locate in urban areas on site large enough to buffer adjacent uses. They may locate in rural areas if no reasonable alternative location can be identified.
- F-706** Animal control shelters should locate in industrial or heavy commercial areas to reduce or eliminate noise and other adverse impacts to adjacent uses.
- F-707** The City should coordinate future correctional facility obligations with Grays Harbor County and Washington State to ensure a safe, efficient, and comprehensive level-of-service.
- F-708** The City should analyze the opportunity to provide improved water emergency service through the purchase of a rapid river rescue fire-boat and an upgrade of the police emergency service boat. The City should explore vessel moorage facility options either with the Port of Grays Harbor or through the construction improvements to the south Aberdeen Boat Launch area.
- F-709** Municipal, county, state and federal public safety facilities should be considered essential facilities, and should be reviewed from a regional perspective to ensure environmental quality through a process involving public hearings and formal actions by elected officials and the public.
- F-710** Commercial, public facility, or special construction projects and development plans should be reviewed in a manner consistent with the Police Department's *Crime Prevention Through Environmental Design* process.
- F-711** The City should update and implement the City-wide Emergency Disaster Plan, which addresses coordinated municipal actions in cases of significant adverse natural or man-made emergencies
- F-712** The City should consider the expansion or relocation of the south Aberdeen Fire Station. The relocation of this facility, if determined necessary due to limited expansion potential of the existing building, should be coordinated with the Police Department service area requirements to create a south Aberdeen public safety facility which houses both departments.
- F-713** The Fire Department should continue to utilize and refine the *Total Quality Team Management Concept*.

9. PARKS AND RECREATION CAPITAL FACILITIES

Active and passive park facilities, and other forms of open space, are essential and unique features of Aberdeen which provide multiple public benefits for the residents of the area. Public and private park facilities are important factors for quality of life, and must be provided as the City grows.

- F-801** A wide variety of lands should be preserved for park purposes, including:
- a. Natural areas and natural features with outstanding scenic or recreational value;
 - b. Lands that may provide public access to rivers, creeks, sloughs, or the harbor;
 - c. Lands that define, through their natural features, the boundaries of urban and rural areas, including parks, trails, water features, and scenic corridors;
 - d. Lands that visually or physically connect natural areas, or provide important linkages for recreation, transportation facilities for pedestrians and bicyclists, and plant communities and wildlife habitat; and
 - e. Lands valuable for active and passive recreation, such as athletic fields, trails, fishing and boating, swimming, or picnic areas.
- F-802** Public spending priorities for public safety capital facilities and services should be as follows:
- a. First, to maintain or upgrade existing facilities and services where necessary to serve existing development at the applicable level-of-service standards; and
 - b. Second, to upgrade facilities and services where possible to support planned growth at the applicable level-of-service standards.
- F-803** The City should continue to regularly update its Parks and Recreation Comprehensive Plan, which should contain an inventory of existing capital facilities indicating location and capacities, and include an evaluation of the extent to which the existing facilities possess presently unused capacity. This plan should also identify system deficiencies, forecast the future needs for the capital facilities based

on the maintenance of existing levels-of-service, forecast the future needs of the facilities consistent with anticipated growth, and examine alternative possible locations and capacities of such future needed facilities. This functional plan should analyze the findings, conclusions and recommendations contained in the City's 1993 Park and Recreation Comprehensive Plan and in the City's Report 11: Existing Public Facilities study document.

- F-804** The City should acquire land for park purposes to meet the present and future needs of all the citizens of Aberdeen.
- F-805** The City should establish and provide recreational programs sufficient to meet the needs of all the citizens of Aberdeen.
- F-806** The City should provide recreation facilities designed to meet the needs and desires of all Aberdeen residents, while providing a high standard of quality in design and maintenance.

10. PUBLIC LIBRARY CAPITAL FACILITIES

Libraries compliment school systems as well as provide Aberdeen residents with cultural, educational and leisure opportunities.

- F-901** Public spending priorities for library capital facilities and services should be as follows:
 - a. First, to maintain or upgrade existing facilities and services where necessary to serve existing development at the applicable level-of-service standards; and
 - b. Second, to upgrade facilities and services where possible to support planned growth at the applicable level-of-service standards.
- F-902** The City should update its public library functional plan, which should contain an inventory of the existing capital facility indicating location and capacity, and include an evaluation of the extent to which the existing facility possess presently unused capacity. This plan should also identify system deficiencies, forecast the future needs for the capital facility based on the maintenance of existing levels-of-service, forecast the future needs of the facility consistent with anticipated growth, and examine alternative possible locations and capacities of such future needed facility. This functional plan should analyze the findings, conclusions and recommendations contained in the 1995 Timberland Regional Library Long Range Plan, the 1999 Timberland Regional Library Facilities Needs Assessment, the 1999 Timberland

Regional Library Services Needs Assessment, and in the Report 11: Existing Public Facilities study document.

- F-903** Public library services should be provided in urban areas on sites with road access of an appropriate level-of-service, when such location would result in better service. Facility design and location should be consistent with the Timberland Regional Library System siting criteria.

Chapter 7

Natural Resource Element

1. INTRODUCTION

Natural resources in the City of Aberdeen include forest and farmland, mineral lands, the Grays Harbor Estuary and its related rivers, streams, and sloughs. These resources support industries that are important part of the City's economy, providing jobs and needed products for local use and export. Forest, farmland, soil and water resource areas also provide non-economic resource values such as scenic views and wildlife habitat. Natural resource lands and waters are a major element of the growth and development pattern envisioned in the plan concept because of their long-term economic, cultural and open space significance.

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

2. NATURAL RESOURCE GOALS

Resource industries are productive land and water uses to be encouraged throughout the City. In growing urban areas, many forces work against continued resource management and conservation of productive lands and waters. Urban development adjacent to or near productive lands or waters increases land prices, and results in the economic pressure to convert the land to urban uses. An effective strategy to conserve productive land and water resource industries must establish land use policies and regulations which support resource industries' responsible management practices and limit the points of adverse contact and potential conflict with incompatible uses. Encouraging the efficient use of non-resource lands and waters will also help to protect these resources.

- N-101** Encourage the continued development of the community and natural resources within the City.
- N-102** Retain the desirable elements of Aberdeen's character and setting.
- N-103** Minimize the potential undesirable impacts of development.
- N-104** Conserve farmlands, forest lands, mineral resources and waterways for productive use.
- N-105** Provide for the appropriate expansion of the City of Aberdeen.

N-106 Plan for regional growth in cooperation with other affected jurisdictions.

3. NATURAL RESOURCE POLICIES

The natural resource policies outline and describe directions for governmental action and decision making to implement the community and natural resources goals. The classification and designation of natural resource lands and waters is an important step in the overall comprehensive development process.

N-201 Agriculture, aqua-culture and forestry should be encouraged. Mining should be encouraged in areas if adverse impacts can be adequately mitigated.

N-202 The City should work with other agencies, special-purpose districts, and private land owners to conserve public and private resource lands and waters, and to encourage continued resource management.

N-203 Resource industries should use management practices that protect the environment and adjacent uses, and maintain the long-term productivity of the resource base.

4. FOREST RESOURCE LAND POLICIES

Forest management is a long-term investment which produces little or no income until harvest time, which occurs on a forty to sixty year cycle. Forest managers look to long-term land use and market trends, and other economic factors, to determine the likelihood of producing income from another forest crop, and success is more certain in areas where forest parcels are consolidated in large-acre tracts with few conflicting land uses. Forest resource lands are primarily useful for growing trees for commercial purposes, and exhibit long-term significance for commercial tree production.

N-301 The City of Aberdeen should use the private forest land grades of the Washington State Department of Revenue in the process for determining and mapping forest resource land.

N-302 Lands intended for forest production should remain, when possible, in large-acre tracts and ownership patterns conducive to forestry. Any residential development within these areas should be for specific forestry-related purposes, and should only be permitted in unique circumstances which contribute to continued forest management practices.

N-303 Land uses adjacent to forest lands should be sited and designed to prevent conflicts with forestry, with new residential development

designed and sited to reduce potential conflicts between residences and forest practices on adjacent lands.

- N-304** Development on land adjacent to forest lands should be designed so as to not interfere with the best management practices in place on the forest lands. Possible interference by the development to the effectiveness of the practices should be addressed by the development rather than encouraging the conversion of the resource land.
- N-305** Residences within forest lands should be designed and sited to maintain the productivity of the resource land. Design measures and site plan requirements should also be used to provide for fire control and to prevent conflicts with forest management.
- N-306** The City should encourage public and private forest managers to provide recreation and multiple uses within forest lands, provided that they are compatible with productive forestry practices and other resource management goals.
- N-307** Forest land should be managed to maintain its productive qualities, to protect air and water quality, habitat, and to minimize adverse impacts to adjacent land uses.

5. AGRICULTURE RESOURCE LAND POLICIES

City residents have consistently supported efforts to preserve good farmland and active farms for the value of local crops, dairy and livestock, and for scenic and historic values. Farming offers variety in the City's living and working environments, and also serves as an appropriate land use in floodplain areas. Agricultural resource lands are primarily devoted to the commercial production of horticulture, viticulture, floriculture, dairy, apiary, vegetable, animal products, berries, grain, hay, straw, turf, seed, and livestock and which have a long-term commercial significance for agricultural production.

- N-401** The City should use the land-capability classification system of the United States Department of Agriculture Natural Resource Conservation Service in the process for determining and mapping agriculture resource lands.
- N-402** The City should encourage farmland conservation and the continuance of agriculture, and encourage agriculture practices that protect the environment. n facilities development needed to facilitate new developments within appropriate areas of the community.

N-403 The City should encourage agricultural activities in rural areas and in urban areas that provide large-acre undeveloped tracts. Permanent construction within agricultural areas should be limited to farm residences, farm buildings, and direct market farm stands, and should not disrupt agriculture within the area.

N-404 Land uses adjacent to agricultural areas should be designed to minimize conflicts with agriculture. Residential developments should be low-density and should be clustered, screened, and fenced to increase the distance between housing and agricultural, and to discourage trespass. Proposed commercial and industrial development adjacent to agricultural areas should minimize traffic, noise, and pollution impacts to agriculture.

N-405 Agriculture should be managed to maintain water quality, protect fisheries, and prevent erosion of valuable agricultural soils.

N-406 Public services and utilities within and adjacent to agricultural areas should be designed to prevent adverse impacts on agriculture and to maintain total farmland acreage, by utilizing the following concepts:

- a. Water lines and mains, sewer lines and interceptors, and other public facilities should avoid crossing agricultural lands unless their purpose is to provide service necessary for agriculture, and they should be installed at times which minimize adverse impacts on seasonal agricultural practices;
- b. Roads that cross agricultural lands should be aligned, designed, and maintained to minimize impacts on agriculture and farm traffic; and
- c. Facilities that must be located in agricultural lands to meet urban area needs should be built and located to prevent adverse impacts to agricultural activities. Service providers should mitigate for agricultural land removed from production by utilizing such methods as soil enhancement, land replacement, or parcel consolidation.

6. MINERAL RESOURCE LAND POLICIES

Mining practices are an essential resource industry, and it should be managed to protect water and air quality and minimize problems associated with surface water run-off, dust, and glare. Conflicts between mining and adjacent land uses can also be minimized by using distance or earthen barriers to reduce off-site ambient noise impacts, and by operating equipment and trucks to ensure safety and reduce noise levels. Mineral resource lands are land primarily devoted to the

extraction of minerals or that have identified or potential long-term commercial significance for the extraction of minerals.

- N-501** The City should use the minerals classification system of the Washington State Department of Natural Resources and the United States Bureau of Mines in the process for determining and mapping mineral resource lands.
- N-502** The City should identify and preserve opportunities to extract mineral resources, following public study and review, by permitting such activities when:
- a. The proposed site contains a substantial or high-quality deposit of rock, sand, gravel, or other mineral resource; the recovery of which will have public benefits clearly outweighing environmental and others associated costs; and
 - b. Location, parcel size, site characteristics and existing land uses allow operation with limited impacts to adjacent land uses, and environmental quality can be protected when mitigating measures are applied; and
 - c. Roads or similar transport facilities serving, or proposed to serve the site, can safely transport mined products when operations begin.
- N-503** Mineral extraction activities should be regulated through a permitting process which includes public notice and comment, specific duration of operations, and the authority to condition permit extensions or renewals to address new circumstances or impacts. Compliance with environmental, operational, and safety standards should be considered in the granting, renewal, and expansion of mining operations.
- N-504** Permanent structures not related to or consistent with on-site mineral extraction, including the outdoor storage and parking of transport vehicles and equipment associated with other off-site activities, should be excluded from mining sites.
- N-505** Mineral extraction sites should be large enough to allow resource removal, and include enough land to confine operational impacts such as ambient noise, reduced air quality, light and glare, and other adverse impacts from property owned or controlled by the mining operator.
- N-506** The preferred land uses adjacent to mineral extraction operations are mining, open space, forestry, or industrial uses. Any new residential

development adjacent to extraction operations should be of a very low density and sited to help minimize potential conflicts between residences and mining.

- N-507** Extraction and processing of rock, sand, gravel, and other mineral resources should be managed to avoid, or to effectively mitigate, impacts to surrounding land uses and to protect water and air quality. Special operating procedures, landscaping, sight-obscuring fences, buffers, berms, noise-attenuation mufflers and other techniques should be used to minimize off-site impacts.
- N-508** Truck traffic for mining operations should utilize designated truck routes when available and avoid local neighborhood access streets. Truck traffic should use routes which produce lower peak traffic volumes in circumstances where two or more arterials provide potential access to the site. Heavy truck traffic affecting residential neighborhoods should be scheduled for non-peak daylight hours.
- N-509** Extractive operators should provide traffic controls at entrances and exits to the mining site as needed. Trucks and equipment should be operated in such a manner that does not cause excessive damage to road surfaces, prevents debris from being deposited on road surfaces, minimizes noise, and is safe for auto, pedestrian, and bicycle traffic.
- N-510** Noise and vibration from extraction operations should be minimized. Surface blasting operations and underground blasts causing noticeable vibrations should be limited to daylight hours when adjacent to residential areas. Blasts should be scheduled for regular and predictable times, except in cases of emergencies, with blast time information available to both area residents and municipal emergency services providers.

7. AQUA-CULTURE RESOURCE WATER POLICIES

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

- N-601** The City should use the commercial and recreational shellfish growing classification of the Washington State Department of Health, the kelp and eelgrass identification system of the Washington State

Department of Natural Resources, and the important habitat and species classification and designation of the Washington State Department of Fish and Wildlife, in the process for determining and mapping aqua-culture resource lands.

- N-602** Development adjacent to all waters of the state should be consistent with the policies of the City's Shoreline Master Program and the Grays Harbor Estuary Management Plan.
- N-603** The City should participate in Chehalis River basin-wide planning efforts to coordinate private and public sector development activities to facilitate increased awareness of the resource and to actively address issues related to water quality, habitat value and function, and flooding.
- N-604** The City should work with Washington State, Grays Harbor County, the Quinault Indian Nation, the City of Hoquiam, the City of Cosmopolis, the Port of Grays Harbor, special purpose districts, and the private sector to coordinate those land use actions which would impact the ability of the Chehalis River watershed and the Grays Harbor estuary to function as a resource water.
- N-605** The City should compile and organize data related to surface water management, water quality enhancement programs, flood hazard mitigation, and related information in the context of watershed management as provided by the State's 1994 Washington State Water Quality Assessment Report and the associated water resource inventory area concept.
- N-606** The City should support programs which address the invasion of noxious weeds into the watershed.

Chapter 8

Downtown and Waterfront Development Element

1. INTRODUCTION

The downtown and waterfront areas of Aberdeen have undergone many dramatic changes in recent years. Aberdeen serves as the geographical, commercial, transportation, and population center of Grays Harbor County, and is the key route to the Ocean Beaches and the Olympic Peninsula. The Wishkah River and Chehalis River act as the eastern and southern boundaries of its downtown area.

2. DOWNTOWN DEVELOPMENT GOALS

The first key component in downtown revitalization is the partnership between the City government, downtown businesses, downtown property owners, other organizations, and the community as a whole. The second is the realization that downtown revitalization is a long term incremental process. Incremental change can be accomplished locally and changed over time as successes are achieved and needs change.

D-001 Continue and strengthen the partnership to revitalize downtown which includes the City, downtown property owners, downtown business owners, and the entire community.

D-002 Facilitate downtown redevelopment.

D-003 Maintain and improve the physical facilities downtown including downtown buildings and public facilities.

D-004 Use the available opportunities to aid in revitalizing downtown.

D-005 Retain existing businesses appropriate to the role of downtown.

D-006 Attract compatible new uses and businesses downtown.

3. DOWNTOWN DEVELOPMENT POLICIES

The downtown redevelopment policies outline and describe directions for governmental action and decision making to implement the downtown redevelopment goals. The policies are also applied to specific projects through zoning conditional use reviews, rezone ordinances, State Environmental Policy Act reviews, and long and short subdivision reviews.

- D-010** The City of Aberdeen should continue to plan and implement downtown redevelopment activities in cooperation with downtown businesses, downtown property owners, downtown residents, other public and private organizations, and the entire community.
- D-011** The City of Aberdeen should, in encouraging the redevelopment of downtown, take an active role in partnership with other affected parties and the community. The City role should include working with the affected parties to remove barriers to downtown redevelopment, to identify and market rehabilitation opportunities, to provide information on rehabilitation techniques and funding, to help develop organizations to aid in downtown revitalization, and to jointly fund priority public facility improvements within the constraints of available funding sources.
- D-012** The City should actively seek available state and federal funding for downtown public facility improvements and improvements to private facilities and structures thereby encouraging revitalization and redevelopment by stimulating private sector reinvestment.
- D-013** A broad variety of compatible uses should be encouraged downtown.
- D-014** Retail trade and service uses which are complimentary or which reinforce each other's customer attracting potential should be encouraged to concentrate along major pedestrian routes downtown.
- D-015** Public and private festivals should be encouraged downtown. The City should provide appropriate levels of support for the festivals, within tourism funding limitations. Downtown businesses should be encouraged to conduct promotions in conjunction with the festivals.
- D-016** The City should identify public and private sector funding sources to aid in the restoration and improvement of downtown buildings.
- D-017** The City should encourage the repair and renovation of deteriorated buildings.
- D-018** The City should encourage property owners to perform store front remodels and restorations based on the original design, and be constructed with materials and techniques compatible with the character of the building.
- D-019** The repainting and restoration of old signs and graphics on side and rear walls should be encouraged. Murals and large permanent signs should be encouraged on side and rear walls.

- D-020** Store front signs should be designed, whenever possible, to fit and blend with the building on which the sign is to placed.
- D-021** Information and direction signs should use international symbols whenever possible to assist visitors to the area.
- D-022** Pedestrian access between the downtown area and the waterfront area should be improved, in a manner consistent with the City's 1991 East Aberdeen Waterfront Walkway Plan and the Port of Grays Harbor's Aberdeen Landing Master Development Plan.
- D-023** The City should encourage the Grays Harbor Transportation Authority to continue to use downtown Aberdeen as the main transfer point for the Authority's public transit system.
- D-024** The City, special-purpose agencies, and local private economic development organizations should explore the possibility of the construction and staffing of a visitor information center, public restroom facility, and public parking area for tourists.
- D-025** The City should explore the establishment of a special valuation tax program for improvements to historic properties to encourage the maintenance, improvement, and preservation of privately-owned historic landmarks.
- D-026** Downtown businesses should be encouraged to target the visitors who currently pass through downtown on the way to the Ocean Beaches.
- D-027** The City should encourage the private-sector to provide visible, easily accessible parking to encourage pass through visitors to stop downtown. The City should also pursue funding sources for the construction of public parking facilities.
- D-028** The City should encourage the retention of existing street trees and flower plantings. The City, the private sector, and volunteer organizations should be encouraged to expand the use of street trees, flower plantings, and other landscaping elements. These landscaping elements should be provided and maintained collaboratively by the City, business and building owners, and volunteer organizations such as the Aberdeen Beautification Committee.
- D-029** The City should encourage the Washington State Department of Transportation to construct a northbound ramp at the base of the

Chehalis River Bridge to allow for a free right turn lane eastbound onto East Heron Street.

- D-030** The City should initiate a public awareness campaign aimed at elevating the outward appearance of private property in the area.

4. WATERFRONT DEVELOPMENT GOALS

One of Aberdeen's most important economic and natural resources is the City's waterfront. The waterfront is used for fishing, recreation, commercial uses, and industrial uses. Grays Harbor is the only deep water port on the Washington Coast. Aberdeen has many different types of waterfront areas, including the habitat areas of the Chehalis River, the Wishkah River, and Grays Harbor. Lake Aberdeen, a freshwater lake, is also within the City's corporate limits. Aberdeen also has several creeks and sloughs, including Alder Creek, Devonshire Slough, Division Creek, Fry Creek, Shannon Slough, Mill Creek, Miller Slough, Stewart Creek, Union Slough, and Wilson Creek.

- W-001** Manage the Grays Harbor estuary for multiple uses.

- W-002** Encourage the appropriate development and use of suitable waterfront areas.

- W-003** Encourage the appropriate redevelopment and use of blighted waterfront areas.

- W-004** Increase appropriate public and private use of the waterfront areas of the City.

- W-005** Protect important waterfront areas and resources.

5. WATERFRONT DEVELOPMENT POLICIES

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

- W-010** Waterfront development within the City should be consistent with the findings, conclusions and recommendations contained in the City of Aberdeen's Shoreline Master Program, the Grays Harbor Estuary Management Plan, the 1991 East Aberdeen Waterfront Walkway Plan, the Port of Grays Harbor's 1996 Aberdeen Landing Master Development Plan, the Port of Grays Harbor's 1996 Industrial

Properties Master Plan, the City's Report 13: The Local Economy study document, the Washington State Department of Transportation's 1997 Washington Coastal Corridor Master Plan, the 1987 East Aberdeen Waterfront Redevelopment Plan and Market Study, and the 1981 Revitalization Potentials on the Grays Harbor Waterfront report.

- W-011** New developments fronting upon the water should provide appropriate levels of public access. The access should be provided as condition of any discretionary land use approvals granted for the property where an access is identified, or where appropriate through a combination of private and public funding.
- W-012** Public access is necessary to continue the public use of the public shorelines of the City of Aberdeen. The protection and development of this access is found to be in the public interest of the City of Aberdeen.
- W-013** Waterfront access should be provided as condition of any discretionary land use approval granted for a property where a proposed development would:
- a. Generate increased demand for waterfront access; or
 - b. Reduce public access to the waterfront.
- W-014** Priority public access facilities should, under appropriate circumstances, be constructed with public funding or a combination of public and private funding.
- W-015** The City should encourage the development of shoreline areas located adjacent to the convergence of the Wishkah River and the Chehalis River, consistent with the following directives:
- a. An 'Old Aberdeen Waterfront' atmosphere should provide a flexible guide for development of the South "F" Street area. The reuse of existing buildings should be encouraged and all properties should maintain a quality appearance.
 - b. The east Aberdeen area and the South "F" Street area should contain a mix of uses.
 - c. The harbor provides unique vistas that should be preserved and emphasized. There should be maximum utilization of the waterfront, especially to enhance vistas and promote a variety of activities for all ages.

- d. Site improvements and amenities should cater to public needs and comfort, and have a consistent theme when possible. Lighting should fit uses by providing different moods, accenting certain features or activities, and promote after sunset usage.
- e. Open spaces should provide opportunities for public entertainment, visual variety and recreation.
- f. Public improvements should be encouraged to complement or enhance development in the area, with the district 'user friendly' to vehicles and pedestrians in both East Aberdeen and South "F" Street area. Pedestrian facilities should be accessible for the disabled.

W-016 Circulation plans and development of parking areas should be coordinated with the Transit Authority to efficiently address the needs of pedestrians.

W-017 The City should work with business and property owners to prepare a Market Analysis and Business Development Master Plan which provides findings, conclusions and recommendations concerning the type and number of businesses needed to achieve a successful development environment for the area.

W-018 The City should utilize its staff and resources to provide support for area development organizations.

W-019 The City and the private sector should examine the process for continuing the *East Aberdeen Waterfront Walkway*, from its western terminus at South "F" Street westward along the north bank of the Chehalis River. Shoreline permit policies should be utilized for private development in this area to insure consistency with public access policies.

W-020 The City should encourage and work with the private sector to repair unsightly dock structures, and to remove debris and logs from the Wishkah and Chehalis Rivers from Morrison Riverfront Park to the Chehalis River Bridge.

W-021 The City should pursue a decorative lighting project on the Chehalis River Bridge.

Chapter 9

Open Space and Critical Areas Element

1. INTRODUCTION

The protection of open space and critical areas share problems related to governmental costs and efficiency. Sprawl and unplanned development into these areas may lead to the inefficient use of limited public finances, jeopardize environmental resource value and function, subject persons and property to unsafe conditions, and affect the perceived quality of life. It is more costly to remedy the loss of these areas than to conserve and protect them from loss through degradation. The inherent economic, social, and cultural values of these areas should be considered in the development of strategies designed to conserve and protect them.

2. OPEN SPACE POLICIES

A wide variety of land can meet the open space needs of the residents of the City of Aberdeen, from flat, dry ground to environmentally critical lands that must remain undeveloped to prevent severe hazards or environmental degradation. They also provide scenic and recreational values. Identifying lands for open space preservation is an ongoing process that requires public involvement in determining which areas to preserve and which methods to use. Potential open space parcels should be identified through the City and county planning processes, as open space lands must meet both local and regional needs.

O-100 A wide variety of land should be preserved, whenever feasible, for open space purposes, including:

- a. Natural areas and natural features with outstanding scenic or recreational value;
- b. Lands that provide public access to creeks, sloughs, rivers, and harbors;
- c. Lands that define, through their natural features, the boundaries of urban and rural areas, including features such as parks, trails, rivers, creeks, sloughs, wetlands, and scenic corridors;
- d. Lands that visually or physically connect natural areas, or provide important linkages for recreation, plant communities, or wildlife habitat; and

e. Lands valuable for active and passive recreation, such as athletic fields, trails, fishing, swimming or picnic areas on a community or regional scale.

O-101 Open space preservation methods which result in low public maintenance costs should be used whenever possible. Preservation of privately-owned open space parcels, or parcels retained in undivided ownership by a group of homeowners, should be encouraged.

O-102 Lands of regional significance should be identified for preservation as open space or parks through a process involving City and County residents, land owners, governmental agencies, and outdoor conservation and recreation advocates.

O-103 Local residents should have the primary role in determining priorities for meeting the local open space needs of the community.

O-104 A variety of measures should be used to preserve parcels designated as open space, including incentives, regulation, trades, purchase of land or easements, and property tax reduction. The transfer of development rights may be another appropriate method.

O-105 The City should obtain easement right or ownership, when financially feasible, of environmentally critical areas in circumstances where public access is desired.

O-106 The City should evaluate and establish a procedure, included as part of the open space designation process, which ensures the protection of property rights from unconstitutional invasion and arbitrary actions by government.

3. CRITICAL AREAS POLICIES

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

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

- O-201** The City should prepare detailed mapping, to scale, which identifies known critical areas. The mapping should be for informational or illustrative purposes only, and should require additional field verification prior to any regulatory action.
- O-202** The need to protect sensitive features should be incorporated into site planning when environmentally sensitive areas are discovered through the technical review process of a development proposal. Development plans should ensure that structures locate on unconstrained portions of the site whenever feasible, and that clustering, if approved, is compatible with surrounding uses. These considerations may result in a reduction of density from that otherwise allowed by the underlying zoning district.

Wetland Areas

- O-210** Wetlands important for flood control, drainage, water quality, aquifer recharge, visual or cultural values or habitat functions should be preserved or enhanced.
- O-211** The City should utilize both the United States Federal Manual for Identifying and Delineating Jurisdictional Wetlands and the United States National Wetlands Inventory Map as baseline information sources for regulatory actions involving wetland areas.

Aquifer Recharge Areas

- O-220** Groundwater recharge areas should be identified and protected to ensure that groundwater resources are protected from potential pollution.
- O-221** The City should utilize both the United States Safe Drinking Water Act and the Washington State Groundwater Management Program as baseline information sources for regulatory actions involving aquifer recharge areas.

Frequently Flooded Areas

- O-230** The natural flood storage function of floodplains should be preserved. Non-structural methods should be emphasized in planning for flood prevention and damage reduction. New development or land modification in 100-year floodplains should be designed to maintain natural flood storage functions and minimize hazards.
- O-231** The City should utilize both the United States Federal Emergency Management Agency policies and the United States National Flood

Insurance Rate Map as baseline information sources for regulatory actions involving floodplain areas.

Geologically Hazardous Areas

- O-240** Geologically hazardous areas should be classified as those susceptible to one or more of the following types of hazards:
- a. erosion hazard;
 - b. landslide hazard;
 - c. seismic hazard;
 - d. other geologic events, such as coal mine hazards.
- O-241** The City should utilize both the United States Soil Conservation Service policies and the United States Department of Agriculture's Soil Survey of Grays Harbor Area, Pacific County, and Wahkaikum County, Washington as baseline information for regulatory actions involving geologically hazardous areas.
- O-242** Land uses on steep slopes should be designed to prevent property damage and environmental degradation, provide open space, and enhance wildlife habitat values.
- O-243** Development intensity, site coverage and vegetation removal should decrease as slope increases to mitigate for problems of drainage, erosion, siltation and landslides.
- O-244** Severe landslide hazard areas should be free of development and roads unless proven to be engineered to reduce adverse impacts.
- O-245** Native ground cover should be retained or replaced after construction in areas subject to erosion hazards, with special construction practices used and allowable site coverage reduced to prevent erosion and sedimentation. Limitations on the time site work may be undertaken may also be appropriate.
- O-246** Special building design and construction should be used in areas with severe seismic hazards to minimize the risk of structural damage, fire and injury to occupants, and to prevent post-seismic collapse.
- O-247** Builders should conduct special studies, prior to development in severe seismic hazard areas, to evaluate seismic risks and should use appropriate mitigation measures to reduce identified risks.

O-248 The City should encourage the elimination of coal mine hazard areas.

Fish and Wildlife Habitat Conservation Areas

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

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

O-252 Development within designated shoreline jurisdictions should:

- a. Preserve the value and function of the water and shoreline;
- b. Avoid natural hazards;
- c. Promote visual and physical access to the water; and
- d. Preserve navigation rights.

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

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

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

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

O-257 Degraded river, stream and slough channels and banklines should be rehabilitated by public programs and by new development to maintain

water quality and prevent further erosion problems. The channels and associated bankline areas should be restored to their natural state where conditions permit.

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

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

Chapter 10

Utilities Element

1. INTRODUCTION

Utilities include all lines and facilities used to distribute, collect, transmit, control, or dispose of water, surface-water and sanitary sewage, solid waste, electricity, petroleum products, and telecommunications. Most utilities within Aberdeen are operated by special-purpose districts and private companies, although the City provides local domestic and industrial water, and sanitary and surface-water disposal. The City's responsibility for utilities provided by other agencies ranges from managing their use of public rights-of-way to defining their geographic service areas.

This chapter contains policies to guide the City of Aberdeen in operating its own utilities, allocating public funds for utilities, reviewing private development proposals, and regulating utility services and facilities provided by other public agencies and the private sector. This section also provides a general framework for utility functional plans, including those prepared by other entities as well as the City. Special-purpose districts and private companies are encouraged to use the Comprehensive Plan in preparing their own plans and capital improvement programs.

2. GENERAL UTILITY POLICIES

Functional plans will define required levels-of-service for urban and rural areas. The City, special-purpose district, or private company will provide facility improvement standards where applicable, specify current and potential funding methods, and schedule facility maintenance and construction through capital improvement programs.

U-101 Special Purpose District comprehensive plans and proposals should support and be consistent with the land use element whenever possible.

U-102 Utilities should be designed, located and constructed to avoid significant adverse environmental impacts and to protect valuable environmental features. Siting decisions should include all relevant planning policies, and should include the following actions:

- a. Prior consultation with the Utilities and Transportation Commission to determine any impacts of siting selections on the public service obligations of utilities or their rates.
- b. Review of data on industry design and service standards.

- c. The use of information provided by the utility on the relationship between growth, demand, and facility needs.

- U-103** Necessary improvements should be provided where utilities are inadequate to serve existing development in urban areas. Utility capital improvement programs should give priority to improving systems with significant inadequacies.
- U-104** Utility providers, including the City and special-purpose districts, should plan to eventually serve urban uses and densities throughout all urban areas and those rural areas where the comprehensive plan has determined that urban densities will be appropriate in the future.
- U-105** Standards and plans for utility service in rural areas and resource lands should be consistent with long-term, low-density development and resource industries. Utility facilities that serve urban areas, but must be located in rural areas or resource lands, should be designed and scaled to serve primarily the urban areas.
- U-106** The City should integrate the mapping of existing and future utility service lines with the land use element of this plan.
- U-107** Utilities should make joint use of utility rights-of-way whenever possible. Underground utilities should also be grouped together and easily accessible for maintenance, repairs, and expansions.
- U-108** Above-ground utility installations should be designed and located to minimize unsightly views and environmental impacts. Power and telephone poles should be as far from right-of-way centerlines as possible.
- U-109** Power and telephone wires should be installed underground where feasible, particularly in newly-developing and high-density areas.
- U-110** The directional drilling technique should be used whenever possible to reduce potential adverse impacts to environmentally-sensitive areas.

3. DOMESTIC WATER SERVICE POLICIES

The City of Aberdeen provides domestic water service for all residential and commercial customers within both the Aberdeen and Cosmopolis city limits, as well in areas of unincorporated Grays Harbor County in the Wishkah River valley.

The City has compelling interest in a safe and adequate water supply to support existing development and expected growth. Federal and State laws govern

water quality standards, and the City is responsible for engineering, building and operating a public water supply in conformance with these laws.

U-201 Level-of-service standards for the water supply assure water quality, adequate domestic supply and fire-flow levels in urban and areas. Level-of-service standards for rural areas must also assure water quality and domestic supply, and provide fire-flow levels consistent with low residential densities.

U-202 The City should design system improvements and plan future annexations based on the following factors:

- a. Adequate system capacity to accommodate planned land use intensities in urban areas; and
- b. The planned area-wide, low residential densities and rural uses in rural areas.

U-203 The decision to provide municipal water to a local geographic section of a rural area should be based on the following factors:

- a. The section has been committed to municipal water service through previous City or County water comprehensive plan; or
- b. A developer extension to the water system will be paid for only by new development, and is economically feasible with no increase in planned densities; or
- c. Water quality problems that threaten public health exist which can best be resolved by municipal service; or
- d. Water quality problems exist that can best be solved by municipal service.

U-204 Conservation measures should be included in municipal and special-purpose district plans, as well as the development of new sources, to support planned land uses with reliable service at minimum cost, and to assure maximum net benefit in the allocation of water for industrial, municipal, fisheries, navigation, hydroelectric power, and recreational uses.

U-205 Public watersheds should be managed primarily for the protection of drinking water, but should allow for multiple uses, such as recreation and tree harvesting, when such uses do not endanger water quality standards.

4. INDUSTRIAL WATER SERVICE POLICIES

The City of Aberdeen is one of only two Washington State municipal utilities that provides industrial-grade water. The Wynoochee River watershed serves as the source of supply for industrial sites located both within the City and the adjacent municipalities of Cosmopolis and Hoquiam.

This supply system, which has a 100 million-gallon per-day capacity, provides the City with a water resource opportunity to create increased industrial development opportunities within the City and in areas immediately adjacent to the City.

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

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

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

5. SEWAGE TREATMENT SERVICE POLICIES

Adequate sewage treatment and disposal are essential to protect the public health and safety, and to maintain a high quality for all water resource users. The City of Aberdeen's wastewater is treated by a public sewer system which conveys wastewater to the central plant, where it is treated and released into the Chehalis River. The needs for sewer service are different for urban and rural service areas.

The public sewer system can accommodate dense development and large quantities of wastewater. It is a large, complex, and expensive public utility system that can become cost-effective only at urban densities. The presence or absence of a public sewer system is, because of its expense, a major factor in the ability of both urban and rural areas to accommodate growth.

U-401 Public sewers are the preferred method of wastewater treatment for development in urban service areas.

U-402 Service areas for sewers should be designated only in urban areas and their identified expansion areas. In designating or adjusting service area boundaries, the following criteria should be applied;

- a. Detailed land use plans and zoning for urban uses and densities support the proposed expansion;

- b. Potential adverse impact of sewers on adjacent rural areas or resource lands, and environmentally sensitive areas will be mitigated;
- c. Sewers are technically feasible within the proposed expansion area;
- d. The proposed expansion can be served by gravity sewer, pressure line or similar approved method, to the existing service area; and
- e. There is sufficient treatment plant capacity and interceptor capacity to serve the entire existing service area as well as the proposed expansion.

U-403 Wastewater treatment systems should be designed and located to protect water quality in lakes, streams, sloughs, wells, and aquifers.

U-404 The City should continue with efforts to reduce the level of residential, commercial, and industrial inflow and infiltration into the sanitary sewer system.

U-405 Operation and maintenance standards should be established for both urban and rural service areas. Special programs should be established in areas with a high risk of system failure, depending on utility funding ability.

6. SOLID WASTE SERVICE POLICIES

Solid waste management within the City of Aberdeen governs refuse at every stage, including storage, collection transfer, resource recovery, and disposal. Most solid waste is collected, taken to transfer stations for recycling or temporary storage, or taken directly to landfills. Waste management efforts are undertaken consistent with the direction provided by the Grays Harbor County's 1991 Comprehensive Solid Waste Management Plan.

The transfer station and landfill are operated by a private company, which has a franchise contract with the City of Aberdeen to collect refuse.

U-501 Solid waste should be collected and disposed of in ways that minimize land, air, and water pollution, and protects the public health.

U-502 The management of solid waste should take a regional approach in planning for future needs, facilities, and services.

U-503 Recycling and energy recovery systems should be encouraged when they meet environmental standards because they extend the life of landfills and regain useful materials.

U-504 Compost centers should be established at utility sites to encourage the proper disposal of yard waste.

7. SURFACE WATER MANAGEMENT SERVICE POLICIES

The management and control of surface and storm water has become more crucial as more of Aberdeen's land is covered by impervious surfaces such as streets, parking lots, and buildings. The purpose of surface water management is to minimize water quality degradation, flooding, erosion, and attendant property damage. In Aberdeen, surface water management is addressed through the operation of a public utility that develops functional plans, operates and maintains area-wide facilities, and develops facility standards which are applied to both public and private development projects.

U-601 Surface water management should use and protect natural drainage systems wherever possible.

U-602 A basin and watershed approach should be utilized in surface water management, with the responsibility shared between the various municipalities, the county, and the special-purpose district.

U-603 Basin and watershed plans should provide for multiple use, including recreation, fish and wildlife enhancement, flood protection, erosion control, and open space.

U-604 The City should continue the practice of updating its methodologies in addressing surface water run-off.

U-605 Surface water management facilities should be funded through adequate and equitable system fees on contributing and benefiting properties, with the facilities required for new development designed and built for low-cost, long-term maintenance and consistency with water quantity and quality standards.

8. ENERGY SERVICE POLICIES

Electrical service is provided by a special-purpose district, with natural gas service provided by the private sector. Both utilities provide most City residents with energy. Many large generation and transmission facilities are regional facilities subject to federal or state law. Local distribution, transmission, and reception facilities, however, are the responsibility of the City to regulate in order to safeguard public health and safety, and to control aesthetic impacts.

- U-701** Energy distribution and transmission facilities, such as substations, pump stations, major power lines and pipelines, transmission and reception towers, should be located in industrial areas and resource lands when possible. They should be located in residential areas only when necessary to provide an efficient and cost-effective method of utility service.
- U-702** The City's siting decisions for energy facilities should be based on the following factors:
- a. Minimal health risks to residents of neighboring properties, whether from noise, fumes, radiation or other hazards;
 - b. Minimal visual impacts, achieved with buffering through distance and/or landscaping.
 - c. No adverse impacts on aviation traffic patterns from power lines, transmission towers, or reception towers.
 - d. Convenient access to a street.

9. TELECOMMUNICATION SERVICE POLICIES

Telecommunications deregulation has created a marketplace with new, more-efficient technologies. These technologies should encourage economic development by creating jobs and helping local businesses remain competitive. At the same time, the influx of new telecommunication providers poses a significant challenge to the City as it performs its traditional land use responsibilities.

- U-801** Telecommunication distribution and transmission facilities, such as relay stations and transmission and reception towers, should be located in industrial areas and resource lands when possible. They should be located in residential areas only when necessary to satisfy the technical demands of their grid system.
- U-802** The City should presume a wireless telecommunications facility is safe if it meets the technical emission standards set by the Federal Communications Commission. The facility should not create interference with any other communication signals.
- U-803** The City should encourage the principle of co-location, which affords two or more utility providers the ability to place their transmitting facilities in the same location or on the same tower or pole.

Chapter 11

Plan Implementation Element

1. INTRODUCTION

This plan is only effective to the degree it is implemented. This chapter outlines the process and procedures to implement this Comprehensive Plan.

Comprehensive plans are implemented by both the public and private sectors. The private sector builds and develops. The public sector provides public facilities and services and, in certain cases, incentives. This plan contains goals and policies to coordinate public and private actions, to encourage private sector development, and to protect the general welfare of the community.

The implementation of this long range Comprehensive Plan requires continuing monitoring, review, and plan revision. Over time there will be a need to refine or change the goals and policies of the comprehensive development plan as implementing actions are completed and needs and circumstances change.

2. PLAN IMPLEMENTATION GOALS

The plan implementation goals are the long term ends to be achieved through the policies, implementing ordinances, and implementing decisions.

- I-001** Efficiently and equitably implement the Comprehensive Plan.
- I-002** Maintain and strengthen the partnership between government, residents, property owners, and business owners.
- I-003** Maintain and strengthen communication between government, residents, property owners, and business owners.
- I-004** Review and update this Comprehensive Plan every five years to ensure that it meets the needs of the community and the plan is effective and efficient.

3. PLAN IMPLEMENTATION POLICIES

The plan implementation policies outline and describe directions for governmental action and decision making concerning the plan implementation goals.

- I-010** Government, residents, property owners, and business owners should jointly participate in all public agency planning for the development and redevelopment of Aberdeen.

- I-020** The public should be involved in municipal decisions which utilize the Comprehensive Plan.
- I-030** The zoning ordinance, short subdivision ordinance, subdivision ordinance, shorelines master program, and other development regulations shall be consistent with the adopted Comprehensive Plan.
- I-040** Functional plans and special purpose plans should be integrated into and be consistent with the adopted Comprehensive Plan.
- I-050** Decisions on City development projects and public facilities should be consistent with the adopted Comprehensive Plan.
- I-060** Decisions on specific projects through discretionary administrative reviews, conditional land use reviews, rezone ordinances, special use reviews, State Environmental Policy Act reviews, shoreline permit reviews, and long and short subdivision reviews should be consistent with the adopted Comprehensive Plan.
- I-070** The Planning Commission should continuously review the Comprehensive Plan and the implementing ordinances to ensure community needs are met, community goals and aspirations are promoted, and appropriate developments are encouraged. The Planning Commission should forward the results of any reviews with recommendations to the City Council.
- I-080** City staff should monitor the effects of the Comprehensive Plan on development and redevelopment activity and report on the any identified impacts to the Planning Commission.
- I-090** Proposed amendments to the Comprehensive Plan should be accompanied by any land use regulatory changes required for implementation so policies and regulations will be consistent.
- I-100** All Comprehensive Plan text and plan changes should be considered from a City-wide perspective which examines the cumulative effects of any proposed change.
- I-120** All Comprehensive Plan text and plan map changes should be considered in the following manner:
 - a. The Planning Commission should hold a public meeting on the proposed change and make a recommendation to the City Council on the proposal.

b. The City Council should hold a public hearing on the proposed change and decide whether or not to adopt the change.

I-130 Land use regulations should be clear and comprehensive so they implement land use plans effectively and efficiently.

I-140 The Planning Department should be responsible for implementing the land use regulatory and development incentive actions recommended by this Comprehensive Plan.

I-150 The City Departments charged with responsibility of administering the various City facilities and services, such as streets and water systems, should be responsible for implementing the actions recommended for those systems by the Comprehensive Plan.

I-160 The City of Aberdeen should participate in cooperative planning efforts to solve regional problems and to pool and distribute data and forecasts.