

CITY OF
HOQUIAM

COMPREHENSIVE
PLAN UPDATE
May 13, 1996

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City of Hoquiam Mission Statement

The City of Hoquiam is committed to enhancing the quality of community life. It seeks to ensure that Hoquiam is always a comfortable, proud; and safe place to live with opportunities for all to reach full potential. These attributes create a positive identity and image for the community and will promote viable economic development.

VALUES

- *We honor the dignity of all.
- *We believe in excellence.
- *We utilize the skills and talents of citizens.
- *We are willing to task risks.
- *We are pro-active.
- *We seek to make change a positive force.
- *We encourage diversity.

INTRODUCTION

What is a Comprehensive Plan?

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

Reasons for Having a Comprehensive Plan

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

As a policy document, the Plan provides a source of reference and guidance for future regulatory and administrative actions. Our Comprehensive Plan will serve as the core of land use controls which all other City plans, ordinances, and regulations must be in compliance with and support. It will serve as the legal basis for future zoning and other implementation measures.

The Comprehensive Plan is the basis upon which local government decisions are to be made. It sets forth the City's goals and policies and serves as a "blueprint" for how Hoquiam can achieve its vision for itself over the next 20 to 60 years.

It is, therefore, important that the Comprehensive Plan truly reflect the goals and desires of the community. In order for that to take place, it is vital that citizens take an active role in determining the quality and context and vision incorporated within its Comprehensive Plan.

The Plan is also important because it will satisfy the pre-application planning requirements for many state and federal grant/loan programs. The Plan conveys to these agencies what is most important to our citizens and how we will solve our own problems. Maintaining and expanding this access to outside funding resources will be essential for Hoquiam's on-going efforts at addressing community development needs.

Development Goals and Plan Concept

This chapter contains overall goals, which will guide development of the Comprehensive Development Plan and which are intended to be accomplished by implementation of this Plan. This chapter also contains key concepts on which the Comprehensive Development Plan is based.

Overall Comprehensive Development Plan Goals

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

1. To encourage and provide for growth in residential, commercial, and industrial uses in appropriate locations.
2. To retain existing businesses and industries.
3. To protect existing uses.
4. To encourage the revitalization of distressed residential, commercial, and industrial areas.
5. To provide an appropriate level of flexibility.
6. To develop and maintain a Plan that fits the City of Hoquiam and meets the City's changing needs.

Comprehensive Development Plan Concept

Hoquiam's Comprehensive Plan includes both existing policies and new recommendations. Many of the Plan's goals have historically been City goals. Many of the plan's policies have been used by the City for many years. The Comprehensive Development Plan seeks to pull together and organize existing policies as well as define new policies.

Our 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 Hoquiam a more desirable community in which to locate new residences, businesses, and industries.

Our Plan encourages the revitalization of distressed areas through maintaining and improving existing structures, providing for new development in appropriate locations, and specifying City actions to promote rehabilitation and new development.

Our Plan recognizes that the development and revitalization of Hoquiam requires a partnership between City government, City residents, business, and labor. The Plan must be based on substantial community involvements and recognition that achieving the Plan's goals will require continued cooperation and consultation. This does not mean there will be full agreement on all issues, but that a commitment to understand and work toward the resolution of differences exists.

Also, our Plan must to recognize that development and revitalization are long term incremental processes to be worked toward. The development and revitalization of the City builds on the existing elements of the community and will encourage desired improvements over a number of years. Some changes will be small; some changes will be large. The Comprehensive Development Plan seeks to direct the changes to accomplish our goals.

No Plan can be expected to last for all time. Times change, conditions change, and what we value in our community changes. Even though this Comprehensive Plan covers a 20-year period, it must be reviewed as conditions change and, as needed, can be amended to reflect these changed conditions, needs and desires of community.

Chapter 1

DEMOGRAPHIC SUMMARY

Introduction

The City of Hoquiam is a diverse community made up of residents, businesses, and employees. Hoquiam's diversity is enhanced also by visitors. This demographic summary will try to capture some of Hoquiam's character through descriptive statistics of population and employment.

Population and employment characteristics help to explain the "demand" side of planning. Residents have needs for housing, parks, streets, and utilities. Businesses and their employees create demands for transportation facilities, utilities, and for amenities such as nearby lunch and shopping spots.

A third group of users, visitors, also create planning needs within the City of Hoquiam. Visitors include those who arrive and depart, eat at our restaurants, frequent hotels, as well as people from nearby communities who shop, recreate, and/or drive through Hoquiam on their way to other destinations. Visitors create demands on the transportation system and increase the number of businesses who want to locate in Hoquiam.

Each group of users, residents, employees/businesses, and visitors adds to the vitality and diversity of the City, making Hoquiam a unique place that deserves careful planning for the future. The current makeup of these groups is described through the use of the 1990 U.S. Census statistic. Hoquiam's characteristics are compared with those of Grays Harbor County to give a regional context for the local conditions.

In addition to describing current conditions, the Demographic Summary traces changes that have occurred over the last few years and reports projections. Trends give a sense of history, reflecting on how the community is evolving. Some trends are local, whereas others reflect regional and/or national changes. Trends are reported in terms of changes as reflected in U.S. Census data. Projections anticipate the people who will live, work, and visit Hoquiam in coming years. Projections are based on local factors, as well as both regional population forecasts and employment forecasts.

CHARACTERISTICS OF LOCATION

The City of Hoquiam is an attractive place to live and visit. Our community features a shoreline environment and beautiful views of Grays Harbor. Hoquiam was incorporated in 1890 and takes in roughly 7 square miles. Hoquiam has a population of 9,015, making it the second largest City in the County, next to Aberdeen, with a population of 16,700. Both cities make up approximately 50% of the total population of the County.

CLIMATE

Hoquiam Residents enjoy a moderate climate. Warm, dry summers complement mild, wet winters. Summer temperatures average a high of 72 degrees and low of 50 degrees; winter temperatures average a high of 48 degrees and a cool, pleasant low of 35 degrees. Hoquiam has little in the way of temperature extremes from one season to another.

Precipitation averages 56-84 inches per year with 78% of the precipitation occurring between October and March. In contrast, July and August average only 1.3 inches. The growing season lasts 200 days.

URBAN PROXIMITY

Hoquiam is in a near-perfect location for urban proximity. While none of the cities, and towns in Grays Harbor suffers the crowding, pollution, traffic congestion, and crime to the extent found in large cities, all are within easy driving distance to major sports, cultural events, and shopping districts in the Pacific Northwest's population centers.

The State capital Olympia (49 miles east), Seattle (109 miles northeast), and Portland (142 miles southeast) have much to offer. Excellent professional sport, theater, opera, symphonies, museums, skiing, and zoos are all no more than two and one-half hours away.

PUBLIC SAFETY

The Grays Harbor area ranks high in the nation for the level of its public safety. With a low rate of violent crime and very high funding for law enforcements, Grays Harbor residents and visitors know the secure feeling of being in a safe community. Safe streets and safe neighborhoods are a reality in this beautiful community. The 1995 Police Department Annual Report, gave grave statistics regarding our increase in juvenile crime rates in Hoquiam. Please refer to this document for further information regarding criminal statistics within our community.

PUBLIC SERVICES

As a self-reliant entity, Grays Harbor enjoys the benefits of first-rate services. The features and resulting benefits of our transportation and library system rival any available. The health care system offers a wide variety of options and works together with many different insurance plans.

TRANSPORTATION

Transportation in Grays Harbor is internationally recognized for its excellence. In particular, the area ranks forth in the U.S. for its dedication to highway funding. But it is the entire transportation system of Grays Harbor- by land, sea, and air – that ranks the area higher than 82% of the U.S. for effectiveness and ease of transport.

Grays Harbor's most important transportation asset is, of course, its harbor with its time and distance advantage to the Pacific Rim. It's the only deep-water port on the coast of Washington. Each year more than 300 foreign and domestic ships are serviced at the Port of Grays Harbor. The Port capably handles a wide variety of export and import cargo such as aluminum, metal coils, lumber, logs, and containers while aggressively working to diversify further.

Grays Harbor Airport, at Bowerman Air Field, serves the Harbor's air transportation needs. Operated by Grays Harbor Flight, the facility includes a 5,000-foot runway, new terminal, new hangers, and a new Instrument Landing System (ILS).

In addition to air and sea travel, Grays Harbor has excellent land transportation systems. The Harbor has two rail companies and highway proximity to Interstate 5. Highway 12 is Washington and Oregon's only major four-lane highway from the I-5 corridor to the Pacific. Rounding out Grays Harbor's top-rated system of transport is the Gray's Harbor Transportation Authority's bus line, which is hailed by residents and visitors alike for its county-wide service and very affordable rates. A ride any where in the county costs only 25 cents. Highway 101 running the full length of west coast and right through downtown Hoquiam is a major tourist route.

HEALTH CARE

Grays Harbor Community Hospital provides health care for the Grays Harbor area with two campuses and 259 beds.

Services at this not-for-profit community hospital include practically every specialty: chemical dependency programs; coronary intensive care; obstetrics units; a home health agency; and multi-specialty clinics including cardiology, allergy, dermatology, pulmonary, nephrology, endoscopy, oncology, and pain clinic.

For family and specialized medical attention, Grays Harbor is home to more than 100 physicians, dentists, chiropractors, and pharmacists. There are more than 500 beds in skilled nursing long-term care facilities.

EDUCATION AND CULTURE

"Excellence" is the word for the school districts that operate within Grays Harbor County. As part of the Washington State higher education system, Grays Harbor College, located in Aberdeen, offers the best of professional, technical, and vocational training. The community collage is noted for its superior programs in fisheries and wildlife and its innovation in language and business/culture training for Japanese business people.

Grays Harbor College's Bishop Center for the Performing Arts, and the many local groups which support it, has established Grays Harbor as a center for cultural activities. The Historical Seventh Street Theatre in Hoquiam, one of the last atmospheric facilities in the West, offers local and professional performances.

RECREATION DIVERSIONS

The Grays Harbor Gulls professional baseball team plays at Hoquiam's world-renowned Olympic Stadium. The stadium is one of the only remaining wooden stadiums in America.

Hoquiam also has a very pro-active and energetic Parks and Recreation Department that provides many after school programs and activities for our youth. It also provides an active itinerary for young and old alike at the Aquatic Center in downtown Hoquiam.

CHARACTERISTICS OF RESIDENTS

The residential population of Hoquiam can be described through characteristics of individuals and households. Individuals are described by statistics of age, education, and employment. Household is described in terms of the average household size, household income, and composition of the household. Additionally, the type of housing in which residents live paints a picture both of people and their neighborhoods.

Population Trends and Characteristics

Population trends and characteristics will be discussed under 6 categories:

- 1. Population**
- 2. Age of Population**
- 3. Household Characteristics**
- 4. Income**
- 5. Educational Attainment**
- 6. Working Environment**

1. Population

A population analysis examines the past, present and future make-up of a community in terms of the number of people living there and the age composition of the population. An economic analysis reveals where people work, the wealth of the community, its reliance on local businesses and services and its ability to pay for needed public improvements. In order to plan effectively, the community must have a basic understanding of both the population and economic factors, as well as their impact on the community now and into the future.

Elements which determine the direction and magnitude of the population change include births, deaths and migration. Each element is subject to change independent of the others. Births and deaths are natural changes; whereas, migration is an uncontrolled variable.

According to the U.S. Census, the City of Hoquiam had a population of 8,972, or approximately 14 percent of the County's population in 1990. Aberdeen's the largest City with a population of 16,565, approximately 26 percent of the County population. The combined populations of these two neighboring cities represent approximately 40 percent of the County's population. In 1995, Hoquiam's population was 9,015, and Aberdeen's population was 16,700, and combined was 50% of the County's population. These increases show that these cities have started an upswing in population growth.

During the last decade, the City of Hoquiam experienced almost 8 percent decline in population compared to the County's 3 percent decline and the state's increase of nearly 18 percent. The City has been steadily losing population since the 1950's. The 1970's timber decisions in the legislator had a devastating impact on Hoquiam's population size and composition. The County however, due to the construction of Washington Public Power Supply System (WPPSS) plan at Satsop, had an upswing in population during the 1960's and 1970's. However, due to the halting of plant construction in 1983, the county's population began to decline. Grays Harbor County is one of four counties with the lowest growth rates in the State of Washington.

Exhibit 1.1 POPULATION TRENDS						
	1940	1950	1960	1970	1980	1990
Hoquiam	10,835	11,123	10,762	10,466	9,719	8,972
G.H. County	53,166	53,644	54,460	59,460	66,314	64,175
Washington State	1,736,191	2,378,963	2,852,214	3,413,244	4,132,353	4,866,692

Source: Washington State Office of Financial Management, Forecasting Division and U.S. Bureau of the Census, Census of Population, Washington.

EXHIBIT 1.2 POPULATION CHANGE							
	1960	1970	1980	1990	% Change 1960-1970	% Change 1980-1990	% Change 1980-1990
Hoquiam	10,762	10,466	9,719	8,972	2.75	-7.14	-7.68
G.H. County	54,460	59,553	66,314	64,175	9.35	11.35	-3.22
Washington State	2,853,214	3,413,244	4,132,353	4,866,692	19.6	21.1	17.8

Source: U.S. Bureau of the Census, Census of Population, Washington.

Despite the decrease in Hoquiam's population it has grown slightly since 1990. It appears that population is beginning to stabilize in the Hoquiam area. According to population figures available through the State Office of Financial Management (OFM), Hoquiam has maintained its 1990 population through April 1993. Countywide population has actually increased during the three-year period from 64,175 to 66,500 in 1993. Most of the population growth has occurred in the smaller oceanfront communities of Westport and Ocean Shores and the county seat of Montesano. Montesano grew by almost 450 persons in just one year (1992).

2. AGE OF POPULATION

As the population of a city changes, so too can the age structure. The age structure has a significant bearing on the future population of a city, public facilities, and its labor force. People 25 to 44 years old represent the largest portion of the population in Hoquiam. Currently, 17 percent of the City’s population is 65 years or older, compared to 11.6percent statewide. The median age in 1990 was 5.9 for women and 33.2 for men. Again compared to the state’s median age of 33.1, Hoquiam represents a much older population. This older population could be attributed to several factors, one including the appealing climate for retirees. However, the Washington State Employment Security office is attributing the older median age figures to the out-migration of youth due to lack of employment opportunities.

In the City of Hoquiam, between 1980 and 1990, the age group 15-24, which represents a large portion of available workforce, and also child-bearing years, decreased by approximately 34 percent. The Employment Security office has forecast additional losses in the 1990s in age groups 16-19 and 20 to 24-falling approximately 28% throughout the County attributed to the “birth death” in the 1970s and continued out-migration of college-age youth. Therefore, continued out-migration will cause a decline in overall population, but most significantly to employable age groups.

Exhibit 1.4				
HOQUIAM POPULATION BY AGE, 1990				
Total Population 8,972				
Age	Number	Percentage	G.H.C	State
0-14	2,023	22.5	22.8	22.1
15-24	1,176	13.1	12.1	13.9
25-34	1,337	14.9	14.5	17.6
35-44	1,333	14.9	15.0	16.5
45-54	853	9.5	10.5	10.3
55-64	745	8.3	9.2	7.8
65-74	795	8.9	9.2	6.9
75+	710	7.9	6.7	4.9

Source: U.S. Bureau of the Census Census of population, Washington.

The needs and preferences of Hoquiam residents are closely linked to age. Age influences the choice of housing and the types of nearby amenities desired. Retirees, for example, may want housing near supportive health services, while people with school-aged children probably desire good schools.

Grays Harbor County is again. Between 1970 and 1990, the County’s elderly population (65 and older) has increased by 3,246. Today, 1 in 6 person in the County is elderly. This indicates the “worker pool” within the area is shrinking and facilities to care for the elderly will become an increasing concern. Exhibit 1.5 contains the County’s historical elderly trends.

Exhibit 1.5 HRAYS HARBOR COUNTY ELDERLY POPULATION TRENDS				
Year	County Pop.	Elderly Pop.	Elderly Percent	Rank In State
1970	59,553	6,900	11.59%	19
1980	66,314	8,396	12.66%	14
1990	64,175	10,146	15.81%	11

Source: U.S. Bureau of the Census, Census of Population, Washington.

Hoquiam’s population of people over the age of 65, comprises 16.8% of our population. Of these an estimated 13.3% of people over 65 in the Aberdeen-Hoquiam area live alone. The 1990 census shows that only 1.3% live in correctional facilities, nursing homes, hospitals, group homes, religious groups, and rooming houses. The Aberdeen –Hoquiam area has 51% of the County’s 65 and over population, that being 5,297 people. The increase in seniors reflects national trends, and indicates the importance of planning for this growing segment of the population.

The population between 0 and 4 years of age remains constant, demonstrating a continued need for housing and services and services to accommodate households with children.

The number of persons between the age groups of 15 to 34 shows a distinct decline in the number of persons. This trend is common in many rural communities where young people must typically leave to find employment and education elsewhere.

3. HOUSEHOLD CHARACTERISTICS

Number of Households

The number of households in Hoquiam in 1995 was 3,979. This represents 2,919 1-unit structures, 930 two or more unit structures, and 130 mobile homes. This calculation is up slightly from 1990, and takes into consideration demolitions, of which 42 one unit structures were removed, 68 two unit structures were completed, and 19 mobile homes were removed since 1990.

Exhibit 1.6 HOUSEHOLDS BY TYPE City of Hoquiam 1990			
<i>Structure Type</i>			
Total Units	1 unit	2 or more	Mobile
3,979	2, 919	930	130
Percentage of total	73%	23%	3%
Demolitions between 1990-95	-42	+68	-19

Source: City of Hoquiam Building Files.

Exhibit 1.7 (a) HOUSING UNITS BY STRUCTURE TYPE COMARED TO GRAYS HARBOR COUNTY (1980)				
	Total Units	Single Family	Multi-Family	Mobile & Others
City of Hoquiam	3,984	3,095	834	55
Grays Harbor County	26,935	19,781	4,580	2,574

Exhibit 1.7(b) HOUSING UNITS BY STRUCTURE TYPE COMPARED TO GRAYS HARBOR COUNTY (1990)				
	Total Units	Single Family	Multi-Family	Mobile & Others
City of Hoquiam	3,973	2,962	862	149
Grays Harbor County	26,931	10,674	4,598	4,659

Source: 1.7(a) & (b) U.S. Bureau of the Census, Census of Population, Washington.

Hoquiam has a comparable number of multi-family dwellings to Grays Harbor's County But a lower percentage of mobile homes, 3% as compared to gray's harbor's 17%, with a 45% increase in mobile home placement in the last 10 years. This difference in the number of mobile homes accounts for a substantial increase in single-family homes in Grays Harbor County and reflects how citizen's values have turned to alternative methods of affordable housing .These changes are due to both a local and regional trends, a regional increase in housing prices, and decline in local economy.

Age of Housing

In 1990, U.S. Census data indicate the total housing unit count in the City of Hoquiam was 3,973 units. Single-family units constitute the largest portion of the stock-75 percent of the total housing stock. Twenty-two percent of the units are multi-family, with the remaining 3.8 percent in mobile and other units. Since, 1980 Mobile and other units have increased almost 300%.

Compared with the County, with 69 percent single-family, 15.4 percent multi-family, and 15.6 percent mobile and others, the City has grater percentage of single-family and multi-family units; whereas, the county has a much grater percentage of mobile and other units. The County's overall housing stock has increased by 11percent since 1980. While the City has actually experienced a net decrease in housing units.

The median home value for the City of Hoquiam in 1980 and 1990 was significantly les than Grays Harbor County's, but median rent was consistent with that of the county. 8 percent of Hoquiam's housing stock was vacant, up by 64 percent since 1980. The county's vacant housing stock increased by 29 percent in 1990.

Between 1980 and 1990, there was an overall decrease in the number of owner-occupied housing units and increase in number of renter-occupied housing in Hoquiam and countywide. During this same time period, median rents increased substantially- by close to 70% percent in Hoquiam, while median home values only increased by about 10 percent. The recent assessor's valuation done in the fall of 1995, showed a major increase in housing values. The median home value increased by 40 percent. (Evaluation of assessor valuations for Hoquiam 1995.)

Grays Harbor has a large supply of moderately priced housing, although prices have begun to rise during the last several years. In 1990, approximately 56-57percent of the housing stock was owner-occupied in both the City and County. One of the reasons for the lower value of housing is the age of the housing stock.

Of great concern in Hoquiam is that the City's housing stock is old, and the amount of new housing construction does not adequately meet the needs of the community. Approximately 58 percent of the housing stock in Hoquiam was built in 1939 or earlier, as opposed to the County's 30percent and the state's 16 percent. New housing stock in Hoquiam, meaning units built between 1980 and 1990, only accounts for 5.8 percent of the housing stock. The State of Washington's median year for housing built is 1968, while Hoquiam's is 1940.

Exhibit 1.8 (a) HOUSING UNITS (1980)						
	Total Units	Owner Occupied	Median Home	Renter Occupied	Median Rent	Vacant
City of Hoquiam	3,988	2,452	\$35,900	1,334	\$187	202
Grays Harbor County	28,598	17,449	\$43,200	7,732	\$192	3,417

Exhibit 1.8 (b) HOUSING UNITS (1990)						
	Total Units	Owner Occupied	Median Home	Renter Occupied	Median Rent	Vacant
City of Hoquiam	3,973	2,233	\$39,400	1,408	\$316	332
Grays Harbor County	29,932	17,088	\$49,100	8,426	\$321	4,418

Source: 1.8 (a) & (b) U.S. Bureau of the Census, Census of Population, Washington

Exhibit 1.9 AGE OF HOUSING STOCK			
Year Structure Built	Hoquiam	G.H. County	Washington State
Total Units	3,988	29,932	2,032,378
1980-1990	5.8% (230)	14.3% (4,280)	23.1% (469,479)
1939-earlier	57.8% (2,296)	30.3% (9,069)	15.7% (319,083)
Median Year Built	1940	1962	1968

Source: The U.S. Bureau of Census, Census of Washington 1990

57.8% of Hoquiam’s housing units were built before 1939. This is the highest rate in Grays Harbor County. Of our 3,973 units 2,296 units were built prior to 1939. Because homes 25 years and older typically show the highest need for rehabilitation, the age of housing in Hoquiam should be considered when looking toward future projections.

Tenure

Housing tenure describes whether housing is occupied by the owner, a renter, or is vacant. In Hoquiam, 56.2 percent of housing is owner occupied, 35.4% is renter occupied, and 8.4% is vacant/seasonal. We are very close to Aberdeen, which is 52.4% owner occupied, 39.6% renter occupied, and 8.2% vacant/seasonal. A comparison to the County proved unreliable, with the high number of seasonal lodging at the beach areas. Hoquiam experienced a drop in the number of owner occupied dwellings between 1980 and 1990. This was a regional trend as seen in a drop in home ownership county-wide. This trend was partly due to high interest rates and housing prices.

Exhibit 1.10 HOUSING TENURE						
	Hoquiam				Grays Harbor	
	1980	1980	1990	1990	1980	1990
HOUSING TENURE	#	%	#	%	%	%
Owner occupied	2,452	61%	2,233	56%	61%	57%
Renter occupied	1,334	33.5%	1,408	35.4%	27%	28%
Total Occupied	3,786	94.5%	3,641	91.4%	88%	85%
Vacant	202	5.5%	332	8.6%	3,417	4,418
Total Units	3,988		3,973		28,598	29,932

4. INCOME

Income generally reported by household rather than by individual since households often function as economic units. However, family income and per capita income are useful comparisons.

Hoquiam’s median annual household income in 1990 was \$21,806, about \$1,200 more or less than the Grays Harbor County median household income. Hoquiam’s median family income was 26,592, about \$1,600 more or less than Grays Harbor County’s median family income.

Exhibit 1.11

MEDIAN INCOME

Household Income, 1990 range	Hoquiam	G.H. County	Washington	Percentage of Total Households	Income
\$0-9,999	24.1	20.1	12.9	10,000-14,999	11.8
15,000-24,999	20.0	20.5	17.9	25,000-34,999	16.8
35,000-49,999	14.2	17.2	19.6	50,000-74,999	9.4
75,000-99,999	14.2	2.0	4.8	100,000-149,999	.8
>150,000	.4	.8	1.3	Median Household Income	\$21,806
	\$23,042	\$31,183			

Source: U.S. Bureau of the Census, Census of Population, Washington.

Exhibit 1.11

Family Income in the City of Hoquiam, 1990 Families	Income	range	Hoquiam	G.H. County	Washington	Percentage of Total Families	Income
\$0-9,999	17.1	13.0	7.6	10,000-14,999	8.2	9.9	6.2
15,000-24,999	21.1	20.7	15.8	25,000-34,999	18.4	17.8	17.2
35,000-49,999	17.8	21.0	22.7	50,000-74,999	12.4	12.9	19.8
75,000-99,999	3.1	2.4	6.1	100,000-149,999	1.2	1.3	3.0
>150,000	.7	1.0	1.6	Median Family Income	\$26,592	\$28,257	\$36,795

Source: U.S. Bureau of the Census, Census of Population, Washington.

5. EDUCATIONAL ATTAINMENT

Education can sometimes act as a monitor to predict the caliber and type of work communities can produce. Grays Harbor County has 13 public school districts, with 39 primary and secondary schools. There are five private schools, four special-educational facilities, and one continuation school. There are no four-year public or private institutions; however, there is a two-year collage, Grays Harbor College, based in Aberdeen. This Community College offers affordable academic, professional, and technical courses. Community College students can transfer into four year programs throughout the sate. Grays Harbor College operates a successful fisheries program training individuals for fisheries and aquaculture. The City of Hoquiam's local elementary schools include Central, Emerson, and Lincion, and Washington, Elementray schools as well as Hoquiam Middle School and Hoquiam High School.

As shown in Exhibit 1.13, the City and County have comparable educational attainment percentages for both high school and bachelor degrees or higher; however, they are lower than the state-wide average. Educational attainment measures the education received by persons 25 years and over. The percentage of persons in the County and Hoquiam over the age of 25 who have graduated from high school or college is less than overall percentage for the state. Statewide 83.8% of all people in this age group graduated from high-school, while in Grays Harbor County, the percentage is only 74%, and Hoquiam 73.9%. The percentage of people over 25 with a bachelor's degree or higher in the county is 11%, in Hoquiam 10.4%, while the state average is 22.9%.

Exhibit 1.13

EDUCATIONAL ATTAINMENT

Hoquiam and Grays Harbor County, Washington State 1990

Universe: Persons 25 years and older □ □ □ City of Hoquiam □ Grays Harbor County □ Washington

State □ □ Total number of Persons

(25years and over) □ 5,768

□ 41,822 □ 3,116,766 □ □ Percentage with High School Degree or Higher □ 73.9%

□ 74.0% □ 83.8% □ □ Percentage with Bachelor's Degree

Or Higher □ 10.4% □ 11.0% □ 22.9% □ □

Source: U.S. Bureau of the Census, General Social and Economic characteristics, 1990.

Grays Harbor County's educational status is very low when compared to the State average. Eighty- four percent of the State's population are graduates of high school or higher, and 23% have a bachelor's degree or higher. Only 74% of Grays Harbor's population graduate from high school or higher, and in Hoquiam only 10.4% go on to get a bachelor's degree or higher.

6. WORKING ENVIRONMENT

Work characteristics describe the employment status, industry, and occupation of residents. It also describes the geographic areas where residents work.

Since the time of the first settlers in the region, Grays Harbor County has experienced several economic trends, all revolving around its natural resources. Fishing and agriculture provided the original economic base. Then, due to the availability of timber, shipbuilding (over 130 different types of ships) became a stronger base, which carried through to the end of World War 1. During World War 1, steam ships were mass-produced in Grays Harbor.

After World War 1, logging became a dominant source of income for the County; but soon the timber industry evolved from logging, and sawmills were erected. Lumber production became the backbone of the economy; and by 1920 there were 40 miles in Grays Harbor County.

During the 1950s and 1960s the housing construction boom on the West Coast boosted the local lumber industry, but the 1970s and 1980s brought legislative decisions resulting in timber set-asides for Spotted Owl habitats and raw log export bans which resulted in an economic downturn for Grays Harbor County. This economic devastation to the lumber industry brought about unemployment and out-migration.

Even with the significant loss of employment and economic base in natural resource based-industries, the local community continues to recognize the importance of its natural resources to the local economy. However, the Grays Harbor Community also recognizes the importance of a diversified economy and of taking an active, localized role in economic development activity.

The overall industrial base indicates that wood and paper manufacturing still provide a large number of jobs in Grays Harbor, but not nearly to the extent it did in 1960. This industry suffered as a result of timber downturns and the introduction of automated methods; however, the decline in the wood and paper manufacturing industry allowed other employment sectors to grow, such as services and wholesale/retail trade, and manufacturing by other industries.

Services and wholesale and retail trade industries have stepped ahead of manufacturing in numbers of people employed. Although the numbers indicate more employment in these sectors, manufacturing still provides the highest wages. The services industry represents 17% of the County wage paid in 1990, and retail trade represents 11% of these total wages, while, manufacturing represents 30% of the wages paid in the County.

Services went from representing 14% of the employment base in 1970 to representing 23% in 1990. Wholesale and retail trade has steadily increased from 19% in 1970 to 22% in 1990. Government, representing the fourth largest share in the employment base, has remained consistent.

Construction experienced great growth between 1970 and 1980, then declined by 1990, jumping from 4% to 14% back to 4%. This fluctuation was due to the start-up construction of the WPPSS plant.

Major Businesses

The following is a listing of Hoquiam major employers, along with a listing of current employment rates.

Exhibit 1.14

MAJOR EMPLOYERS IN THE CITY OF HOQUIAM	1995	EMPLOYER	EMPLOYEE
TOTAL			
Grays Harbor Paper	260	Hoquiam School District	221
Lamb-Grays Harbor	215	Hoquiam -Plywood	135
City of Hoquiam	100	Evergreen Counseling	89
Ovalstrapping	61		

The following is a comparison to evaluate the change in areas of employment in Hoquiam as compared to the County.

Established in 1911, the Port of Grays Harbor is the fifth largest port in Washington State. The Port manages an array of multi-purpose facilities throughout the County, including: deep water import/export marine terminals, commercial and industrial properties for lease and development, a marina, and an airport. The facilities are utilized by private and public businesses to create jobs and foster economic activity in the region. The Port District Authority is authorized under R.C.W.53.04.010.

In 1994, revenues generated by operations totaled \$5,105,044. Shifts in the Grays Harbor economy caused by declines in the timber industry have resulted in a shifting emphasis in Port of Grays Harbor revenues. Industrial property revenue has grown as a share of operating revenues from 7.2% (1989) to 15.8% (1994), while marine terminal revenues have dropped from 86% (1989) to 74.9% (1994). Diversification of Port activities has also resulted in increases in the percentage of revenues generated by Westport Marina and Grays Harbor Airport at Bowerman Field activities.

The Port of Grays Harbor is a public corporation with a district encompassing the entire County, thus the activities of the Port and its customers have an effect on citizens throughout the region. The jobs directly and indirectly impacted by Port activities are 6,247, which represent 25.5% of the Grays Harbor workforce. Employment opportunities created by the directly impacted employment represents 5,191 jobs, or 21.2% of the Grays Harbor County workforce. These figures have been published by the Port Authority. The Port also has established that:

Business income of businesses utilizing Port facilities was
\$799.5 million

Wages generated by businesses utilizing the Port facilities was
\$124.0 million

Business income generated by Port of Grays Harbor was
\$9.3 million

Wages generated by the Port of Grays Harbor operation was
\$5.0 million

Total Business Income of direct & indirect businesses was
\$808.5 million

Total wages generated by direct & indirect employers was
\$129.0 million

In 1994, Harbor-wide trade accounted for 2,306,208 metric tons of cargo shipped through the Grays Harbor Navigation Channel. The Port of Grays Harbor handled 20% of the volume, while private operations accounted for the rest.

In 1995, a 48,000 sq. ft. boat manufacturing facility was constructed on Port property in Hoquiam. This

expansion is expected to double the employment of this facility.

The economic analysis from which this information has been drawn states that one in four jobs in the County is associated with businesses that utilize the Port of Grays Harbor. One third of the business income in the County is attributed to businesses associated with the Port of Grays Harbor. Taking this impact into account, the City of Hoquiam needs to position itself to take full advantage of these services and employment opportunities.

POPULATION

One of the key assumptions upon which plans for the future are based is the future population of a community. Population levels, growth rates, and densities are important factors when considering future land use and traffic patterns, levels of public service, and housing supply. An understanding of past and present population trends is necessary before the best estimate of future population can be made.

Historical and Existing Conditions

Population growth has occurred in the City of Hoquiam principally because of its rich timber resources. Timber resources with a large harbor have categorized the City of Hoquiam, from its very beginnings, as an industrial center. Population levels have fluctuated with almost the same violence as the economy of the region. Exhibit 1.16 shows Hoquiam's historical population patterns, as compared to the City of Aberdeen and Grays Harbor County.

Exhibit 1.16
POPULATION GROWTH
1890

to

1989 □ □ **Year** □ **Hoquiam** □ **Aberdeen** □ **G.H.C.** □ □ 1890 □ 1,302 □ 2,940 □ 9,249 □ □ 1900 □ 2,608 □ 6,350 □ 15,124 □ □ 1910 □ 8,171 □ 12,831 □ 35,590 □ □ 1920 □ 10,058 □ 25,395 □ 44,745 □ □ 1930 □ 12,766 □ 34,489 □ 59,982 □ □ 1940 □ 10,835 □ 29,681 □ 53,200 □ □ 1950 □ 11,123 □ 30,776 □ 53,600 □ □ 1960 □ 10,762 □ 29,503 □ 54,465 □ □ 1970 □ 10,466 □ 18,489 □ 59,553 □ □ 1980 □ 9,719 □ 18,739 □ 66,314 □ □ 1990 □ 8,972 □ 16,565 □ 64,175 □ □ 1995 □ 9,015 □ 16,700 □ 67,700 □ □

Source: US Bureau of the Census, Office of Financial Management 1995

From 1890, the year Hoquiam incorporated, to 1920, Hoquiam’s population more than doubled each decade. After the region was settled by pioneers and its abundant resources discovered, more settlers arrived and established a permanent and expanding community. During the boom years of 1920, Hoquiam enjoyed economic prosperity and population growth, and as the depression came and went, Hoquiam suffered economic and population losses. Recovery was quick during the second World War years, again scoring gains in population. The post-war years’ prosperity stabilized the population at approximately early eighties witnessed a national recession which greatly affected Hoquiam. From 1979 to 1986, Hoquiam’s population declined by 13 percent, from 10,400 to 9,010. recent improvements in the national and local economies have resulted in a stabilization in our population growth, and has spurred a small increase this last year.

Historically, Hoquiam has maintained 14 percent of the total population of Grays Harbor County. Interestingly, this amount corresponds with the community’s share of total taxable retail sales in Grays Harbor: 14 Percent.

There are four basic components of population change: Migration, birth, death, and annexation. Since 1970 Hoquiam has annexed only one area-approximately 50 acres for a municipal landfill. No increase in population resulted from the annexation. The last annexation which increased Hoquiam’s population was in 1969 when the City extended its corporate limits to include the Woodlawn neighborhood.

Population growth is directly related to economic trends and is often the indicator of the economic strength of a region. If economic characteristics such as employment and income of a community are stable and growing, it is an open-invitation for population growth. This next section displays past and existing economic characteristics. These past trends, along with the existing conditions, allow a community to analyze the local economy and to assess its ability to stimulate investment. Employment and income are the gauges for community economic growth and development, and it is through these means that the City must find and opportunity to diversify and improve its employment base.

Population Projection

Projecting future population levels is both a science and an art. Population projections are based on assumptions reflecting local conditions and known factors of growth or decline.

Exhibit 1.17

OFFICIAL GROWTH MANAGEMENT POPULATION PROJECTIONS

For G.H. County with estimates for Hoquiam for the Next 25 years □ □ **Projections:** □ 1995 □ 2000 □ 2005 □ 2010 □ 2015 □ 2020 □ Projected Growth

Over 25 years □ **High** □ 67,699 □ 73,578 □ 77,516 □ 82,512 □ 89,110 □ 97,231 □ 29,532 □ **Hoquiam High** □ 9,015 □ 9,565 □ 10,077 □ 10,726 □ 11,584 □ 12,640 □ 3,625 □ **Med.** □ 67,699 □ 71,848 □ 73,905 □ 76,821 □ 81,010 □ 82,062 □ 14,363 □ **Hoquiam Med.** □ 9,015 □ 9,340 □ 9,608 □ 9,987 □ 10,531 □ 10,668 □ 1,653 □ **Low** □ 67,699 □ 70,554 □ 71,272 □ 72,752 □ 75,338 □ 78,822 □ 11,123 □ **Hoquiam Low** □ 9,015 □ 9,172 □ 9,265 □ 9,458 □ 9,793 □ 10,246 □ 1,231 □ □

Source: U.S. Bureau of the Census, Census of Population, Washington.

Based on historical trends, an analysis of population components and characteristics, discussions on the above projections and local conditions, the Hoquiam Planning Commission selected a population range of medium growth to project the possible population levels by the year 2000. It is anticipated existing levels of development activity will be maintained or will increase resulting in population growth.

CITY PARK FACILITIES & OTHER AMENITIES

The City of Hoquiam has 23 parks and recreational areas (including public school playgrounds). The most prominent, along tourist traffic patterns, include:

Olympic Stadium- East Hoquiam: 9+ acres, wooden stadium, wooded areas, restrooms, 3 youth based baseball league baseball fields (2 are lighted and one has been upgraded for professional baseball use), 1 football/soccer field, 2 tennis courts (non-lighted); 4 concession stands. Used for local youth sports and community events (e.g., Loggers Playday). This facility seats 7,500.

Emerson Triangle Parks- 3 locations along Emerson Avenue: 3 small parks of .12 acres each; some landscaping and benches.

Polson Museum & Park- Located on the Hoquiam River, Riverside Avenue: 2 acres landscaped with historical museum. Owned and maintained by the City.

Johnny Green’s Riverside Dike- Located on the Hoquiam River-Riverside Avenue: 1 acre, landscaping and lighted trees, and riverfront walking path connecting to 6th Street bridge and Farmers Market along Hoquiam River. Also used for promoting local events with “Burma Shave” type signage.

Rayonier Municipal Park- Located on the Hoquiam River-Levee Street; 5 acres along waterfront; landscaping, covered picnic tables and planned boat launch.

John Gable Park- West Entrance of City: 23 acres; 2 baseball fields, 2 soccer fields, .25 miles of paved

jogging path, children's play area, picnic area, outdoor basketball court, parking for 60 vehicles.

Last Spur- Highway 101: Contains a historical display of railroad equipment, a steam Donkey, and landscaping.

Viewing Tower- Port of Grays Harbor - Port Dock Road: 3 - story viewing tower looking over the Chehalis River, Grays Harbor, and Port Dock Facilities. Cemented boat launch, dock, and gravel parking area.

8th Street Landing- Viewing tower, overlooking Hoquiam River.

Lundgren's Landing- On Endresen Road: Little Hoquiam River Boat Ramp and park facility.

Grays Harbor Farmer's Market and Craft Fair- Located on the Hoquiam River- 1958 Riverside Avenue: A locally operated farmer's market offering seasonal produce, fresh seafood, ethnic and traditional breads, pastries and cookies, and handmade crafts. Its waterfront location allows visitors to stroll along a paved path which offers spectacular viewing opportunities of the Hoquiam River and downtown Hoquiam.

Hoquiam Castle- Constructed in 1897, this was the home of timber baron Robert Lytle. This structure is on the National Register of Historic Places. Restored in 1971, the turreted 20-room mansion contains antique furnishings and chandeliers. A re-created early-20th century saloon also is featured.

The Seventh Street Theatre- Built in 1927-1928, it was the first theatre in the state to show talking motion pictures.

Bowerman Basin- The tide flats lining the Harbor on the west end of town host migration shorebirds in spring and fall. Bowerman Basin, part of the Grays Harbor National Wildlife Refuge, offers excellent birdwaching in late April when more than a million shorebirds gather. The U.S. Fish and Wildlife Service manages the Grays Harbor National Wildlife Refuge. They are designing a visitor's center with a small parking lot along Paulson Road and boardwalks going through the refuge. The boardwalks would connect with the proposed bicycle trail along the northern edge of the refuge on the old railroad grade. The US 101 corridor project would not interfere with the planned visitor center as long as access along Paulson Road is maintained.

Special Events and Festivals hosted in Hoquiam:

Winterfest- January

Ethnic Festival- March

Hoquiam Shorebird Festival- April

U.S. Amateur Baseball World Series (under 15)- July

River Festival- July

Motorcycles West- August

Fireman's Muster- August

Community Picnic- August

Pushrods & Riverside Street Rod Run- August

Logger's Playday and Salmon Bake- September
Christmas Open House at Polson Park & Museum- December

VISITORS

Visitors to Hoquiam include people driving to the beaches as well as local people from neighboring communities. While some people simply drive through Hoquiam in their way to other places, others come specifically for the businesses, activities, and the amenities of the City.

Approximately 1,700 transient guest rooms are available in motels and bed and breakfast facilities in Grays Harbor County. In 1993, together they generated \$27.3 million in travel expenditures, supporting 634 jobs and a payroll in excess of \$6.5 million. The markets for each area's accommodations are as different as the destinations. In Aberdeen/Hoquiam over three-quarters of the motel business is derived from commercial demand (salespeople, suppliers, company representatives, and truckers). These facilities experience little impact from the leisure segment except during the peak summer season when room availability in Ocean Shores and Westport is limited.

Exhibit 1.18

TRAVEL IMPACTS BY SECTOR

(Showing amount of revenues received by travel sector industries) □ □ Grays Harbor County
Washington State . □ □ Type of

Business □ Travel

Expend □ Employment □ Payroll □ WA

State

Expend. □ Employment □ Payroll □ Accommodation □ 27,351 □ 634 □ 6,524 □ 978,111 □ 20,210 □ 244,534 □
Eating, Drinking □ 28,383 □ 862 □ 6,765 □ 942,069 □ 26,576 □ 230,294 □ Food
Stores □ 12,780 □ 82 □ 1,265 □ 424,283 □ 2,675 □ 43,541 □ Air
Transportation □ 1,066 □ 8 □ 319 □ 1,492,959 □ 12,211 □ 446,531 □ Ground
Transportation □ 31,544 □ 182 □ 2,418 □ 1,112,002 □ 6,765 □ 95,087 □ Recreation □ 14,212 □ 217 □ 2,834 □ 51
4,245 □ 8,550 □ 122,239 □ Retail Sales □ 30,454 □ 260 □ 3,785 □ 1,651,680 □ 12,150 □ 186,908 □ Travel
Arrangements □ 0 □ 18 □ 170 □ 0 □ 4,772 □ 92,127 □ Total □ 145,790 □ 2,264 □ 24,079 □ 7,115,349 □ 93,904 □ 1,
467,258 □ □

Source: Grays Harbor County Tourism Master Plan, September 1995.

Motel Users

The City of Hoquiam has 8 Motel/Bed and Breakfast facilities for a total of over 175 available accommodations.

Restaurants

Hoquiam has over 20 eating establishments that offer a variety of cuisines throughout the City.

Exhibit 1.18

TOTAL ANNUAL VISITORS

North and South Beaches of Grays Harbor County □ □ Year □ North Beach □ South Beach □ □ 1992 □ 1,940,102 □ 824,419 □ □ 1991 □ 2,601,859 □ 1,043,606 □ □ 1990 □ 2,081,516 □ 1,084,402 □ □ 1989 □ 2,217,847 □ 1,180,881 □ □ Source: Washington State Department of Parks and Recreation

Visitors from Neighboring Communities

Interstate 101 and State Route 109 are major traffic routes passing through Hoquiam. Many auto-oriented businesses are located along these corridors and draw customers from people who use the route.

People from neighboring communities visit the City for restaurants, businesses, and such amenities as the Grays Harbor Estuary, Farmer’s Market, and our historic resources. Hoquiam’s historic resources include: the Hoquiam Carnegie Library; Hoquiam’s Castle; the Joseph Lytle House, Polson Museum and Grounds; and the Seventh Street Theatre. Many visitors also frequent our Parks and Recreation Department’s recreational opportunities and facilities.

FUTURE GROWTH

The following population, household, and employment forecasts anticipate the people who will live and work in Hoquiam in coming years. These forecasts are based on estimates that take into account City and County current projections and known opportunities as well as state-wide trends.

Changes in local and regional trends may cause actual growth to differ from forecast growth

To better prepare for anticipated growth, a scale of low, medium, and high levels of growth has been developed to better anticipate Hoquiam’s needs under different scenarios. Each scenario will require different priorities and objectives in order to achieve our desired goals.

POPULATION/HOUSEHOLD FORECAST

Hoquiam is the second largest City in Grays Harbor County. Population in Hoquiam is expected to increase by 10% over the next decade, from 9,015 to about 10,000 by the year 2000, 11,000 by the year 2010, 12,000 by the year 2020.

Figure 1.19

CITY OF HOQUIAM POPULATION FORECASTS

1990-2020 POPULATION 1990 2000 2010 2020 Total

Growth by 2020 Low Growth 1% 8,972 9,869 10,855 11,940 2,968 Medium Growth 1.5% 8,972 10,317 11,865 13,645 4,673 High Growth 2% 8,972 10,766 12,920 15,504 6,532

ECONOMIC AND POPULATION FORECASTS

It is necessary to estimate the type and amount of future employment and population to provide a foundation for the Comprehensive Plan for Hoquiam. A primary task of the Comprehensive Plan is the location and allocation of sufficient areas for land use which will serve the projected population.

Any prediction of the future is uncertain, and predicting the economy and population of a small area is particularly so. A decision of one employer or one government agency can have wide-ranging impacts.

Many economic forces are beyond the control of the City of Hoquiam. The National, State, and regional economies are the driving force of the City's economy. The City helps influence and direct the state and regional economic forces by participating in state and regional economic development organizations.

Even with outside influences the City can make many policy decisions to influence the City's share of the larger economy or population. These policy decisions also affect the type of economy in the City of Hoquiam.

CORRECTIONAL FACILITY IMPACT

Grays Harbor has recently been named for the location of the new Washington State Prison, a 1,936 Bed Multi-Custody Correctional Facility. The construction of this facility is expected to be completed by the year 2000. Permanent employees should number approximately 400. This project will have an impact on Hoquiam's growth

Between 1996 and 1999, the major population impact would be the addition of the in-migrant construction workforce. The total number of in-migrants would depend on the degree to which the resident labor force could respond to construction phase labor demand as well as contractor location and any union considerations. Because this phase would require 961 Full Time Equivalents, some amount of in-migrant labor would be necessary. The impact of population associated with construction would be limited to a 3 yr construction period. These temporary residents would need housing, transportation services, and other support services during this period. Temporary housing appropriate for construction workers who are not residents of the area include hotels, motels, and recreational vehicle parks. Rental housing may also be an important temporary housing option.

After the prison is complete it is expected Hoquiam will experience an in-migration of 49 people who will take FTE positions at the prison. The projections also anticipate having 14 inmate families located here. Visitors to the prison are estimated as 15% of the inmates will have visitors on a given day; this would result in 290 visitors each visiting day. While in the area, visitors may need transportation, short term lodging, and meals.

SOURCE: DOC 1.936-Bed Multi-Custody Correctional Facility. Draft ESI, Employment Estimation

SUMMARY

Natural resources remain the region's most important asset. The City of Hoquiam's population and economic stability have been dependent on these natural resources, whether they are primary or supporting economic sectors in the future will depend on our ability to diversify our economy to meet the employment demands of our citizens.

Since the 1950's, the City of Hoquiam has experienced a population and economic down turn due to economic, political, and natural trends and conditions affecting the natural resource industries (climatic changes, rising interest rates, state and federal timber legislation, and industrial close downs). This trend has begun to stabilize, and we now have an opportunity for productive growth.

Hoquiam's population has decreased by approximately 16 percent over the last three decades, especially in the young adult age groups (15-24). The median age in Hoquiam is above the state average, and the over 65 age group is growing. This trend has stabilized and we are looking at a slow and controllable growth rate.

The City is experiencing an increase in the unemployment rate, and a decrease in jobs in several high-paying industries, such as manufacturing and transportation. Again, much of the unemployment is attributed to an economy that is dependent on wood products, and paper and allied products-susceptible to economic cycles. As a result of these economic trends, a higher percentage of residents are traveling to jobs outside the City.

Educational attainment in Hoquiam is lower than the state average. Educational opportunities after high school are limited. Grays Harbor County offers only a two-year program at Grays Harbor College, so many leave the area to study.

Much of Hoquiam's existing housing stock was built before the 1940s-58 percent as compared with 16 percent statewide. We need to evaluate the current and future housing needs to establish a policy that will enhance our residential land use.

Between 1980 and 1990, there was a decrease in the number of owner-occupied housing units and an increase in number of rental units. Also, there was a dramatic increase in median rent. This has increased the demand for affordable housing in the area.

Hoquiam needs to address the changing needs of its citizenry. This analysis has been conducted to provide a better idea of the needs and values of Hoquiam's residents. After examination of our unique characteristics, our projected growth rate, educational level and working characteristics, we can better evaluate our needs. From these we can work toward diversifying our economy and providing better opportunities for our citizens.

Chapter 2

HOUSING ELEMENT

Introduction

The City recognizes the extreme importance of available, clean, safe, and affordable housing. In Hoquiam, housing is the largest single land use covering slightly less than two-thirds of the City's developable land. Housing is also important economically. The availability of good quality housing is important to industries considering whether or not to locate in a particular area. A safe and sanitary dwelling is also important to the well-being of our residents.

One of the many roles of City government is that it has the authority to plan and regulate the location, density and quality of housing built in its jurisdiction. This is typically done through comprehensive plans, zoning, subdivision regulations, building codes and building inspection of characteristics of the existing housing supply, to project and plan for housing and residential land use needs, and to set forth housing and residential development goals and policies.

Existing Conditions

The City of Hoquiam’s housing stock is old, 57.8% was built before 1939. presently the amount of new construction taking place in the City will not be able to adequately meet the future needs of the community. Presently the rate of demolitions exceeds the rate of replacement of traditional housing units. Exhibit 2.1 provides a statistical examination of the City’s housing stock.

Exhibit 2.1
City of Hoquiam Building Permit Summary UNIT

TYPE	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986	New
Residences	4	1	2	1	2	2	1	1	3		60
Multi-family											
Mobile	5	10	3	2	5	5	2	6	5	5	
Comm./Industrial	8	10	1	4	2	2	7	3	5	1	
Residences	7	5	7	4	11	14	13	7	9	17	
Structures	13	7	19	17	7	4	7	4	13		
Demolition										4	2
Comm. Demolition											

Exhibit 2.1 shows slow but constant supply of new residences and single large bursts of multi-family units. This trend can be directly attributed to the area’s recent economic movement. Since 1986 94 housing units have been demolished. During this same period only 17 new homes were built. Therefore demolition of new residences has significantly exceeded construction of new residences in the last decade.

The Exhibit below, indicates the age of the community’s housing stock.

Exhibit 2.2
Age of Housing Units for Olympic Peninsula Counties

County	% Built 1939 or earlier	Number Built 1939 or earlier
Hoquiam	57.8%	2,296
Aberdeen	47.8%	3,603
Grays Harbor	30.3%	9,069
Clallam	14.7%	3,456
Jefferson	15.4%	1,696
Mason	8.5%	1,895
Pacific	24.1%	2,989
State	15.7%	319,083

The majority of the City's housing stock is more than 50 years old. This fact is indicative of the quality of housing. According to a housing quality survey conducted in 1987, nearly forty percent of Hoquiam's housing stock is in need of rehabilitation (marginal) or replacement (substandard). A higher percentage of single-family dwellings are classified in the marginal and substandard categories than multi-family dwellings.

The area's high annual rainfall, frequency of flooding in the lowlands, and soft ground all contribute to the early decomposition of many old wooden housing foundations and ultimately the dwelling itself. The frequency of flooding in Hoquiam has substantially decreased due to the implementation of pumping stations and storm water drainage planning. The Hoquiam river diking and the deeper draft project have also significantly lessened the flood hazard in Hoquiam.

The median owner-occupied housing value in Grays Harbor County in 1990 was \$49,100. Owner occupied monthly median mortgage costs were \$501.00, the median gross rent w/utilities was \$463.00.

Exhibit 2.3

Owner-Occupied Housing Values, Mortgage Costs, and Rent Payments, 1990

	Grays Harbor	Clallam	Jefferson	Mason	Pacific	State	Median Owner-Occupied Housing Value
	\$49,100	\$79,200	\$88,700	\$70,100	\$49,300	\$93,400	
							Owner-Occupied Monthly Median Mortgage Costs
	\$501	\$583	\$560	\$569	\$470	\$738	
							Median Gross Rent w/utilities
	\$463	\$377	\$510	\$382	\$315	\$445	

The values of homes are substantially lower than those values found in other counties in this area, but our rental values are high, and units are hard to come by. A comparison of market rents for various units shows even more clearly the difference in rental values in our area as compared to other Olympic Peninsula counties.

1995 Fair Market Value for Olympic Peninsula Counties □ Fair Market Rents □ Grays Harbor □ Callam □ Jefferson □ Mason □ Pacific □ □ 0

Unit □ \$290 □ \$297 □ \$258 □ \$276 □ \$233 □ □ One-Bedroom	Unit □ \$345 □ \$369 □ \$379 □ \$341 □ \$287 □ □ Two-Bedroom	Bedroom
Unit □ \$620 □ \$604 □ \$630 □ \$550 □ \$512 □ □ Four-Bedroom	Unit □ \$459 □ \$470 □ \$464 □ \$419 □ \$382 □ □ Three-Bedroom	
Unit □ \$716 □ \$659 □ \$650 □ \$591 □ \$534 □ □		

Source: April 6, 1994 Federal Register, p. 16463

These values reflect a market that is in need of additional affordable housing. The rental market in this area is saturated; therefore rental charges are higher for the scarce units. Many times these units are substandard and have not had a re-investment, which will either improve or preserve these structures, making some of the low cost housing even more scarce.

Housing Rehabilitation

The City of Hoquiam operated a housing rehabilitation program, known as the Neighborhood Home Improvement Program, from 1980-1984. This program, funded by Community Development Block Grants from the Federal Department of Housing and Urban Development (HUD), rehabilitated over 100 homes, developed neighborhood parks and improved streets in two Hoquiam Neighborhoods. The program utilized zero-interest, deferred payment loans to renovate the homes of low-income residents, mainly senior citizens, single heads of households and handicapped persons. Currently, there is \$1.4 million in loans to homeowners, which will eventually be repaid to the City. These returned funds could be used for a limited number of activities, primary among them being the continuation of a housing rehabilitation program in Hoquiam. Ultimately, this decision must be made by the City Council.

Residential Development

Portions of Hoquiam were originally platted in 1889. The majority of land platted at the turn of the century was for residential and industrial uses. The last areas to be subdivided were View Crest Addition, in 1956, for residential use, and Industrial Addition, in 1957, for industrial development. Until the River Glen planned unit development approved by City Council in January 1996, for 7 home sites in the Woodlawn/Broadway area, no new areas of the City have been platted for residential development. There is concern in Hoquiam about the quality and quantity of existing housing stock. The lack of new housing starts since the 1940's has resulted in few opportunities for families wishing to relocate.

Areas of Proposed Residential Development

The 1976 Comprehensive Land Plan outlines nine possible areas for future residential development Figure 2.2 Alternative Housing Areas. The City has not aggressively pursued development of these areas for several reasons: Lack of funding for the infrastructure necessary to stimulate residential development; changes in environmental regulations protecting environmentally sensitive lands; and ownership patterns and existing uses of undeveloped and under-developed areas. Historically, the City has lacked funds to provide road, water and sewer service to additional areas.

The majority of the areas identified for development are classified as environmentally sensitive lands and development is greatly constrained. Environmentally sensitive lands are areas of steep slopes, frequent flooding, wetlands and critical wildlife habitats. (As described in the Critical Areas portion of this Comp. Plan.) Of the nine areas identified, one has been developed for a high school campus. Two have been developed for industrial use and the remainders are under private ownership. Two areas are currently active timberlands. One site is partially owned by the City and is active timberland (* areas #5). This site, referred to as the Little Hoquiam Valley area by the 1976 Comprehensive Plan, is more easily accessible now that the SR 109 By pass is open.

Redevelopment of residential neighborhoods has been limited. A significant percentage of the platted lots within the City do not comply with today's minimum lot sizes and dimensions. Some lots are platted with 25-foot widths. Present zoning requirements stipulate minimum lot widths of 20 feet. Redevelopment of existing neighborhoods requires larger lots. Rehabilitation of existing structures has been limited because of a change in life-styles. Presently, families do not investing rehabilitating their homes if the structures are on small lots and are too close to surrounding homes. Families looking to move into the community do not desire to purchase small lots and thus seek residence elsewhere. If the City is to attract new residences, it must, therefore, open new areas for residential development.

Manufactured Homes

Over the last several years, the City of Hoquiam has experienced a dramatic increase in the number of manufactured housing units located within City limits. The current count stands at 106 units, with more being added yearly. There are four mobile home parks within the community and a portion of the City has been designated as a mobile home overlay district, which allows for placement of mobile homes on privately owned lots. Mobile homes are presently allowed outside the overlay region because of extenuating circumstances on the part of the owners.

Because mobile homes are affordable and are now required to meet strict construction standards, these types of housing units are becoming increasingly popular with young families. They are also popular with senior citizens as vacation or retirement homes since many require little or no maintenance and are usually located in mobile home parks, where yard maintenance is also greatly reduced. As a result of these amenities, more residents are requesting permission to locate mobile homes outside the overlay district.

Future Housing Needs

Critical housing needs facing Hoquiam over the next 20 years include the preservation of neighborhood quality, the creation and retention of housing that is affordable and provide housing for residents with special needs.

In addition to preserving the character of neighborhoods, Hoquiam faces the weighty challenge of providing opportunities for development of housing affordable to all economic segments of the population. The issue of affordable housing reaches most people in a community, since the quality of life in a city is tied, to a large extent, to the ability of its residents to find the kind of housing they desire at a price they can afford.

The central goal of the Housing Element is to preserve neighborhood quality while improving housing opportunities for all residents. This Element

Promotes neighborhood quality through the continuation of the existing residential land use pattern, and through the application of standards where infill development occurs to ensure compatibility.

Provides for diversity in housing types and options to serve all economic segments and those with special needs; and

Supports the creative use of land where greater residential capacity can be achieved while protecting environmentally sensitive areas.

GOALS

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

To preserve, protect and improve the vitality and stability of existing City housing stock and neighborhoods.

Encourage the development of new housing in appropriate locations.

Encourage new areas be opened for residential development.

To provide for adequate housing opportunities for current and future residents fo Hoquiam while maintaining our unique character and sense of community.

To encourage the availability of affordable housing to all economic segments of the population and to serve special needs populations, such as the elderly.

Provide the opportunity for a wide range of choice in housing types and locations.

Encourage City neighborhoods to maintain and rehabilitate the existing housing.

Maintain vibrant residential neighborhoods, with housing for a diversity of income groups, age groups, and life-styles.

Establish development regulations which are fair and predictable.

Housing Policies

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

Policies to Encourage the Development of New Housing

Adequate areas should be designed for all housing types at appropriate densities. Housing making to implement the housing goals.

New areas should be developed for residential use. The City should identify areas suitable for residential development based upon a land capacity analysis. The City should take the lead in providing and financing infrastructure (roads, water and sewer) to undeveloped areas identified as viable residential sites. A variety of financing mechanisms should be explored and employed in providing infrastructure for new residential areas such as local improvement districts (L.I.D.s U.L.I.D.s, R.I.D.s), impact fees, developer extension agreements, grants or low interest loans.

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. These standards need to provide clear standards for development and minimize the costs associated with permit processing and approvals by streamlining, to the extent possible, site design and building review.

Developments which comply with City policies and standards should be expeditiously approved. City staff should provide guidance early in the development process to minimize development costs, decrease review time and to ensure proposals comply with City policies and standards.

City policies and standards should permit flexibility to encourage innovation and reduce housing cost while ensuring that adequate facilities are provided and the housing is compatible with the desired traits of the existing neighborhoods.

Mobile homes should be allowed in mobile home parks and mobile home subdivisions as appropriate per residential plan designations.

Review and amend, as required, residential development regulations to encourage a variety of housing densities and types.

Develop a process and standards to permit accessory apartments as uses in single-family residential areas.

Encourage private sector efforts to secure federal and/or state funds to provide housing for elderly and disabled citizens.

LAND USE ELEMENT

Introduction:

This Element addresses the major land use issues facing the City of Hoquiam over the next 20 years. The goals and policies included in this section of the Comprehensive Plan cover the following land use categories: (a) residential; (b) commercial; (c) industrial/port [additional information found in Section 5]; (d) waterfront; and (e) potential annexation areas.

Issues addressed by the Land Use Element include:

How to preserve and diversify employment opportunities and maintain viable commercial areas;

How to use the pattern of land use to minimize traffic congestion;

How to manage the new growth to protect the residential character of the community, while allowing for new and innovative development that responds to changing household needs;

How to maintain a land use pattern that can be efficiently and effectively served by public services and utilities; and

How to protect Hoquiam's environmentally sensitive areas and shoreline as new housing units and commercial and industrial floor space are developed.

The Land Use Element works together with the other elements of the Comprehensive Plan to answer these questions.

THE LAND USE CONCEPT

The fundamental goal of the Land Use Element is: ***to maintain the community's character and quality of life, while accommodating growth and minimizing traffic congestion and service delivery costs.***

While the Land Use Element sets fourth goals and policies for locating land uses, the Comprehensive Plan Land Use Map, indicates, geographically, where certain types of uses may be appropriate. Map 3.3 shows the current zoning, and map 3.7 shows existing platted parcels. The Comprehensive Land Use Map identifies areas for a range of housing densities and a variety of non-residential uses. In most cases, each land use category shown on the Comprehensive Plan Land Use Map can be reflected by a description of the zoning districts. The land use element addresses the general distribution of these uses and also includes population densities, building intensities, and estimates of future population growth.

LAND USES

Land use is broadly grouped into categories representing similar uses and types of investments.

Residential uses are grouped into single-family and multi-family designations; similar uses but different types of investment, and densities.

Commercial uses are grouped together and include retail, wholesale, and office uses which are similar in scale, value, and tax impact.

Industrial uses are grouped together and include both light industrial (warehousing, small manufacturing establishments, etc.) and heavy industrial (major manufacturing plants). Industrial uses have similar tax impacts and environmental impacts.

Transportation uses are grouped together because of similar functions.

Unused or vacant land is grouped together because of the potential for such areas.

The goals established by our Comprehensive Plan will be used to make what exists better. These goals have been established after an analysis of our need, and examination of areas of land use conflicts. Conflicts, such as areas where the environmental impacts of industrial uses conflict with the values of residential uses or where commercial uses conflict with transportation uses, influence the potential development within Hoquiam. We need to provide development regulations that provide buffers to protect and enhance the borders between competing land uses. Based upon the expected population growth. We will also examine the future need for each type of use, economic development, and desires of the residents of Hoquiam.

CITY OF HOQUIAM

The City of Hoquiam is located in Grays Harbor County, an area of 1,918 square miles on the Olympic Peninsula. (Exhibit 3.2) Hoquiam is the second largest City in Grays Harbor County, with a 1995 population of 9,015 persons. It is located in the southwest portion of the County on the north shore of Grays Harbor. Grays Harbor is one of only three deep-water ports on the entire west coast as well as the only deep-water port in Washington State. The City of Hoquiam contains 7.5 square miles of land and 16.2 lineal miles of shoreline, excluding Rennie Island. The City is bordered on the south by Grays Harbor/Chehalis River shoreline, and has the Hoquiam River shoreline running through its downtown region.

Historically much of Hoquiam's growth and development has been linked to and influenced by its waterfront. In addition to attracting residential and commercial development, the views and recreational opportunities provided by the shoreline can act as an attraction for visitors, thereby enhancing tourism. This resource has not been utilized to its full extent and needs further investigation into its best use.

The City of Hoquiam has been guided by the Hoquiam Shoreline Master Program. This program was adopted in 1972 as a response to the Statewide Shoreline Program. Hoquiam is guided also by the Grays Harbor Estuary Management Program. These policies are in place to safeguard this vital resource and structure the permitting process to protect our shorelines. This Plan is to be updated following the completion of the Comprehensive Plan.

The following exhibits show the current use and zoning within Hoquiam's City limits.

Exhibit 3.1

CURRENT HOWUIAM LAND USE ZONING 1990

<u>Use</u>	<u>Area (acres)</u>	<u>Percent</u>
Single Family	432	14
Multi-family	21	1
Commercial	58	2
Industrial	392	12
Public	508	16
Transportation	606	19
Vacant	1,108	36
Water, river, harbor, tidal	2,245	42%
TOTAL LAND AREA	3,125	58%
TOTAL WATER AREA	2,245	42%
TOTAL AREA	5,370	100%

Exhibit 3.1 shows the percentages of current land use. (Please note: While we refer to “land use” throughout the Comprehensive Plan, 42% of the City of Hoquiam is covered by water [at least as the average high tide]. These figures show land uses that presently sustain our economy. These uses need to be evaluated to best meet the changing needs of our economy.

Exhibit 3.3

Exhibit 3.3 shows the change in land use activities in Hoquiam over the last 30 years. While single family residential uses have remained much the same, because the majority of development of our residential areas occurred prior to 1960, our transportation development increased dramatically. In fact, transportation uses are the single largest group of land uses in terms of area. This is true of almost all urban areas. The

proportion of the land area devoted to the various uses is about the same for Aberdeen as it is for Hoquiam. Hoquiam has a larger percentage of land used for transportation and a smaller percentage is vacant but this is a result of the SR 109 Bypass in the northwest part of town.

Residential land use in Hoquiam occupies a little less than two-thirds of the City's area, and in this sense is very important. The residential development is almost all single family with the exception of the multi-family developments on the west end of Beacon Hill, and the Planned Unit Development, Lincoln Commons, on Lincoln Street.

Exhibit 3.4

As can be seen, the majority of vacant land is either zoned I-H Heavy-Industrial or R-1 Residential. This, to some extent, reflects the priorities of the City. It also reflects the policy of including all newly annexed areas as (R-1) Single Family Residential, until a plan for its development is created. When the Comprehensive Plan is finalized, Hoquiam's Zoning Ordinance should be reviewed and revised to reflect the policies of the new Plan.

The structures and uses in those areas represent a sizable investment in the land. An important job of the Comprehensive Plan is to protect and enhance that investment. It can be enhanced both in monetary terms and in terms of "quality of life." Maintenance of streets, parks, utilities, and other services can help ensure viable residential areas, thriving commercial areas and industrial areas capable of development. The most important land use category for planning future growth and development is vacant land. For it is our vacant, and underutilized land, that provides an opportunity for our community to ensure an adequate supply of developable land.

It should be noted that an estimated 54% of our vacant land is undevelopable due to wetland and other environmental considerations.

Zoning

Chapter 10 of the Hoquiam Municipal Code establishes and defines zoning districts for the City. The geographic distribution of these zones is identified in the City's Official Zoning Map. Each of the zoning districts is briefly described below.

Single Family Residential (R1) minimum lot area 7,500 sf

The intent of this district is to provide for low density residential use, primarily geared towards single-family residential development. Uses may include customary accessory use, and necessary and proper secondary uses.

Medium Density Residential (R2) minimum lot area 5,000 sf

These districts are intended to provide a stable environment for predominantly single-family residential development and to prohibit uses which would violate the residential character of the district. The major permitted use in these districts is single-family dwellings with a minimum lot size of 5,000 square feet.

Mixed Residential (R3) minimum lot area 4,000 sf

These districts are intended to provide a compatible environment for both single family and multiple family dwellings. This district allows for more dense placement of structures, with a minimum lot size of 4,000 square feet.

Neighborhood Commercial (C1)

Exclusively a neighborhood business district for the provision of convenience shopping for a limited residential area which includes retail enterprises dispensing commodities and providing professional or personal services.

Central Commercial (C2)

Primarily commercial district for the conduct of retail trade, administration and professional offices, and services to the public in the downtown district.

General Commercial (C3)

This district is primarily a commercial district for the conduct of enterprises, which are dependent on proximity to major streets or arterials for trade or transportation.

Commercial Industrial (C4)

This district provides for small scale, non-polluting industrial uses. The district is intended to insure compatibility with the surrounding community. Examples of principal uses include research and testing facilities, certain types of manufacturing, warehouse and storage facilities. This district has been established as a transitional area intended to accommodate a variety of commercial uses which involve warehousing and distribution activities and industrial uses which produce only limited emissions, odors and/or noise.

Heavy Industrial (IH)

Exclusively a district for manufacturing, processing, fabrication and assembly of products or materials, warehousing, storage, and transportation facilities.

--Proposed zone

Waterfront Residential-Commercial District (WRC)

This district can provide for a range of waterfront residential and waterfront oriented commercial uses. Principal uses include one and two-unit dwellings, moorage and marina facilities marine equipment and supplies, retail fuel for marine craft, and fishing supplies. Although this zone will be included in the development regulations, and comply with the Shoreline Master Program, no land is currently zoned WRC.

Shoreline District

All properties located within 200 feet the shoreline are required to comply with Hoquiam's Shoreline Master Program, along with the zoning regulations of the development area. Further information can be obtained from the Community Development Department. Map 3-1.

Mobile Home Overlay District

This area has been specified by Hoquiam Municipal Code § 10.40.44-, Mobile Homes--Location and occupation requirements. The placement of mobile homes on individual lots is permitted in the overlay district as specified in the Code, and as shown in Map 3-2.

Floodplain District

The Federal Emergency Management Agency, National Flood Insurance Program (FEMA), has prepared mapping to represent the areas covered under their National Flood Insurance Program. This map, Community Panel Number 530061 0005 B, effective date June 15, 1979, is used to provide elevation information necessary to ensure compliance with applicable community floodplain management practices. Hoquiam requires all proposed structural developments to be reviewed and approved pursuant to the requirements for flood hazard prevention, as specified in Hoquiam Municipal Code § 10.32, and as shown in Map 4-4.

Planned Unit Development (PUD)

The PUD designation is intended to allow for creative and flexible design and development standards that will promote efficient, aesthetic, and desirable use of land. To be rezoned to a PUD District, the City must find that the proposal meets with the following criteria:

1. Substantial conformance to the Comprehensive Plan;
2. The proposal's harmony with the surrounding areas, or its potential future use;
3. The adequacy of the size of the proposed district to accommodate the contemplated development

PUDs offer an alternative form of development which will promote flexibility and ingenuity in the layout and design of new developments and which will protect human and physical environment. The process can improve upon the traditional lot-by-lot development by accomplishing, among other things, the following:

1. Preserving outstanding or unique natural landscapes and amenities deemed valuable to the community;
2. Clustering of structures to create open spaces, and allowing efficient use of facilities and land.
HMC 10.40.080

Current Land Use

Hoquiam has been dependent on geographic and geologic conditions, the relationship of land use to the transportation system, and the population projections and economic factors when evaluating effective land use. Calculation of land capacity within the City limits of Hoquiam involves the analysis of vacant, partially used, and under-utilized lands that can accommodate future growth. Vacant land is defined as land that has no structure, or has a shack or abandoned building with very low improvement value. Partially used land are those areas occupied by uses that are consistent with the Comprehensive Plan, but contain enough land to be further subdivided. Under utilized parcels are those designated for more intensive uses than that which currently occupies the property. To determine partially used and under utilized capacity, an analysis of the assessed value of the building and land was performed. Any parcel that had a building value less than or equal to 60 percent of the land value was considered partially or under utilized. Further analysis regarding the underutilization of Hoquiam’s properties will be prepared for the next update. The following is a summary of current land uses within Hoquiam.

Exhibit 3.5 CITY ZONING <i>Area in Acres</i>					
Zone	Total Area	Vacant Area	% Vacant	Percentage of total	Land in Use
R-1	127.67	66.62	50%		
R-2	372.69	66.14	16%		
R-3	223.79	62.74	20%		
Total Urban R	724.15	195.50		44%	453 acres
C-1	1.68	.33			
C-2	36.60	3.93			
C-3	53.07	3.42			
Total Urban C1-4	91.35	7.68		6%	58 acres
Total Urban C-4→IH	801.84	280.59		49%	392 acres
Total Land	1,617.34	483.77		100%	
Public Areas	388.09	.42			
Outlying R1 Areas	1013	1008			*606 acres of Roads
TOTAL ALL	3017				

While current projections indicate that land use growth will not be as great in the next decade, Hoquiam's need for land for various uses will be substantial. Growth trends anticipated to dominate Hoquiam's development will continue, resulting in significant land use changes. These trends include:

The amount of land needed for housing has increased faster than population growth. The type of housing being constructed has changed, with mobile homes and multi-family dwellings increased faster than total residential uses. While housing development has lessened significantly in the 1980s, the trend toward mobile homes and multi-family housing continues. In recent years more housing in Hoquiam has been demolished than constructed.

A deconcentration of commercial uses increased demands for commercial and professional land outside of downtown. Demands for commercial land were greatest along major arterials such as Simpson Avenue. If our major transportation routes change these land uses may also need to be adjusted to reflect the changed traffic patterns.

The goals, policies, and land use map in this chapter, together with the goals and policies in the other chapters in our Comprehensive Plan, are designed to address the land use needs of Hoquiam for the next 15-20 years.

Current Residential Uses

Residential Land Use occupies slightly less than two-thirds of the City's area, and in this sense, is very important. The residential development in Hoquiam is almost all single-family with the exception of the multi-family developments in the west end of Beacon Hill, and the Planned Unit Development of Lincoln Commons on Lincoln Street.

A map showing the platted areas within Hoquiam demonstrates the density of our buildable lots and how these correspond to existing utilities. The City has limited potential for building within the existing incorporated area. There are approximately 1,492 acres of undeveloped land within the City; however, due to hydric soils, wetlands, frequently flooded areas, and other environmentally-constrained areas, it is estimated that approximately 50 percent of the total vacant lands are developable. Of these potentially developable sites, many have costly utility service needs and presently do not have any planning for placement of these services. Exhibit 3.6 shows the potential residential development, by zone, in the City of Hoquiam.

**Exhibit 3.6
CITY OF HOQUIAM, RESIDENTIAL LAND CAPACITY ANALYSIS
EXISTING ZONING-CITY LIMITS**

Land Use Designation	Total Area	Vacant	Develop- Able Acreage*	Maximum Units Per Acre	Potential Build Out	Theoretical Population Accommodation**
R1	1130.67	1074	437	5.8	2,534	6,590
R2	372.69	66.14	47	8.7	409	1,063
R3	223.79	62.74	60	10.9	654	1,700
Totals	1,727.2	1,203	544		3,597	9,353

* Assumes

-Total Vacant Land plus existing parcels which are currently zoned single family residential

-Minus physical constraints (Critical Areas Map)

** Assumes an average of 2.6 people per household-County average

Based on current building techniques, and land available for development, Hoquiam as presently zoned can accommodate 3,597 households, which could house approximately 9,353 people. This increase would provide housing needs for more than double our current population. The current status of housing demands and needs are presented in more detail in the Housing Element, Section 2 of this Comprehensive Plan. Mapping showing these residential areas is Map 3-6.

Current Commercial Use

Hoquiam's downtown business district is located on the west bank of the Hoquiam River slightly north of the confluence of the River and Grays Harbor and is separated by the Central Businesses District by the Simpson Avenue Bridge. The downtown district is comprised of approximately 22 blocks, as shown on Map 3.3. The Central Business District is comprised of approximately 12 blocks bordering Simpson Avenue and Ontario Street, as shown on Map 3-4

Throughout the last two decades the downtown district has been steadily decreasing in size. The 1963 Comprehensive Plan defined the business district as "That area lying between 11th Street to the south and Wheeler to the north and the west bank of the Hoquiam River to the east and Fillmore and N Street to the west." This area encompassed approximately 107 acres or 70 City blocks. Currently our downtown district, as described above, contains approximately 66 acres or 22 City blocks. This decrease in area can be directly attributed to the loss of small businesses at the periphery of the Central Business District due to changes in the economy.

Historically, the central business district has been the center of activity: social, cultural, commercial, and industrial. Numerous sawmills, boating facilities, and fish processing plants lined both banks of the downtown's waterfront while tug boats towed log rafts to the Harbor's docks for shipment to domestic and foreign ports. Seventh, Eighth, J, K, and L Streets and Simpson Avenue contained numerous commercial entities. Traditionally, all activity in the downtown district was related to the activity on and along the waterfront.

Existing Conditions

Since 1970, Hoquiam's downtown has undergone many changes. The increase in energy costs, the continual decline in the fishing and timber industries, and the City's urban renewal efforts have contributed to the physical changes in the downtown district. Changes in environmental regulation and technology have removed the transportation of timber from the river to log trucks, thereby increasing the amount of traffic in downtown. The urban renewal program in the early 1970s removed many deteriorated buildings and displaced numerous small commercial establishments. Recent commercial development has concentrated along two arterials, Seventh Street and Simpson Avenue, thereby resulting in the evolution of the classic strip development phenomenon. Downtown Hoquiam no longer faces its waterfront. Commercial businesses have turned their storefronts away from the river and are ignoring this once vital resource.

The use of land in Hoquiam's downtown district is a 22 block area of the city, which is typical of that found in similar cities across the nation; that is, there is a mixture of residential, commercial, and industrial/manufacturing uses. Currently the downtown has four zoning classifications: R-2, Medium Density Residential; R-3, Mixed Density Residential; C-2, Central Commercial; and C-3, General Commercial. These classifications allow for a wide range of uses. Within these 22 blocks there are eight vacant lots, two lots of public green space, and 45 sites of off-street parking.

Building use is also typical of that found in cities of similar size throughout the country. Exhibit 3.6 illustrates the types and amounts of building uses within the downtown district.

Exhibit 3.6 EXISTING DOWNTOWN BUILDING USE	
Type	Amount (Buildings)
Commercial	53
Single Family Residential	52
Multi-Family Residential	27
Public/Semi-Public	11
Vacant Buildings	8
Industrial/Manufacturing	5
Government	5
Professional Services	4
Total Buildings	165

The Downtown Hoquiam has a healthy mixture of businesses. These commercial entities range from gas stations, restaurants, hardware and grocery stores to medical clinics, professional services, and light manufacturing.

As noted above in Exhibit 3.6, Building Use a substantial amount of residential units exist within the downtown area. Again, this is typical of many cities. Approximately 620 people, or 6.9% of the population, reside in or at the periphery of the downtown. The majority of these residents find most goods and services required are available in the downtown business district.

Exhibit 3.7 illustrates the types and amounts of businesses in the central business district.

Exhibit 3.7 EXISTING BUSINESSES IN HOQUIAM'S DOWNTOWN DISTRICT	
TYPE	AMOUNT
Retail	27
Service	24
Restaurants	9
Financial	9
Health	5
Other	2

Source: Field Survey of Hoquiam Planning Department

Exhibit 3.8, Existing Business Floor Distribution shows the amount of square feet per business category.

Exhibit 3.8 EXISTING BUSINESS FLOOR DISTRIBUTION		
Category	Total Floor Area (Sq.Ft.)	Percent of Total
Eating & Drinking Establishments	28,500	9.07
Gas & Service Stations	6,100	1.94
Hardware	13,850	4.4
Apparel	7,000	2.22
Hotel	30,000	9.55
Service	26,626	8.47
Medical	32,606	10.38
Legal	6,800	2.16
Professional	18,200	5.79
Public/Semi Public	24,000	7.64
General Retail	88,470	28.15
Financial	19,767	6.29
Furniture	9,500	3.02
Vacancies	2,950**	.91
TOTAL	314,269	99.99*

Source: Field Surveys, City of Hoquiam Planning Department 1989-Lance Caputo

*Does not equal 100 percent due to rounding

** Old Safeway building currently not used according to permitted zoning-but not vacant at this time

As can be seen from Exhibit 3.8, 314,000 square feet of commercial floor space exists in Hoquiam's downtown business district. Almost one-half of this space, 49.72 percent or approximately 156,270 square feet, is used for general retail purposes while 42.64 percent, or approximately 133, 999 square feet, is used for general service purposes. These figures reveal a well-balanced use of floor space within the downtown between service-oriented and goods-consumption oriented businesses.

Since Aberdeen is the major trade center for Grays Harbor County, and Hoquiam is basically closed for 40/48 weekend hours, many residents fo Hoquiam patronize Aberdeen businesses. The result is a leakage of purchasing power form Hoquiam. Causes include, but are not limited to, the lack of facilities for comparative shopping, a small and sometimes incomplete selection, limited weekend shopping hours, and the ease with which other areas can be reached. While Aberdeen is the retail trade center for the county, Hoquiam's share of the market is increasing. If the City pursues an aggressive revitalization program, it can expect to capture more of the regional market.

It has also been mentioned that Hoquiam’s failure to allow sandwich board advertising has left many downtown business obscured from view by passing traffic. A more flexible sign code has been recommended to strengthen this market by promoting visibility of our commercial enterprises.

Exhibit 3.9 RETAIL TRADE Taxable Retail Sales			
Year	Hoquiam	Aberdeen	County
1985	227,373	880,241	2,059,891
1986	237,912	885,526	2,080,262
1987	235,263	938,813	2,178,558
1988	241,241	1,006,641	2,417,014
1989	245,945	1,035,990	2,511,921
1990	285,652	1,064,544	2,569,427

Source: Regional Planning Commission

These figures reflect basic .5% tax distribution to local governments for each year. Dollars are rounded to the nearest whole number. *Sales tax was deleted from food as of July 1, 1978. It was reinstated on May 1, 1982 and again on July 1, 1983. Therefore figures are not totally comparable.

Issues in the Downtown District

Climate. Hoquiam’s high rainfall (approximately 77 inches per year) discourages pedestrian traffic throughout the downtown. Many downtown sidewalks lack awnings; in sidewalks with awnings there are gaps, and some awning are too small and/or leak.

Building Conditions. The majority of buildings in the downtown are approximately 80 years old and are in various stages of deterioration. Building facades and storefronts need to be renovated; roof and major structural repairs should be undertaken. Buildings are vacant and look neglected which suggests an economically depressed community. In some buildings, problems of insect-infestation exist.

Traffic. Traffic though the downtown travels along the major arterial, Simpson Avenue, and Sixth Street. Average daily traffic (ADT) for these streets is in excess of 15,000 (Map 7-1). These arterials are also utilized by logging vehicles and other industrial traffic.

Public Facilities. Some sidewalks in the downtown are in need of repair. In many locations sidewalks are cracked, uneven, littered, and overgrown with vegetation. The City currently does not provide an improved boat access to the Hoquiam River.

Business Hours. Most Hoquiam businesses choose to be closed on Sundays, one of the biggest potential tourist revenue days of the week, and one of only two days that working folds in the area have available to shop downtown. This includes most restaurants, department stores, and hardware stores.

Assets in the Downtown District

While Hoquiam's Downtown does have problems, it also possesses assets which are unique to the community. These assets, enumerated below, should be preserved and enhanced to promote the welfare of the downtown district.

***Area and Location.** Hoquiam's downtown is small, easily definable and manageable. The downtown borders along the Hoquiam River. This natural resource provides the downtown with many aesthetic and physical amenities. The local downtown association, the Hoquiam Development Association, is actively promoting trade and commerce. Several service and fraternal organizations are involved in promoting civic pride in the City's core. The downtown has a friendly atmosphere as exhibited by its local merchants and shoppers.

***Unique Buildings and Structures.** Within the downtown district there are several buildings and structures, which are unique to the community. The Seventh Street Theatre, the Saron Lutheran Church, the United States Post Office, the Emerson Hotel Building, the Veteran of Foreign Wars Building, the Elks Building, City Hall, the Public Library, as well as the Riverside Avenue and Sumner Avenue Bridges are significant pieces of local architecture and engineering. These unique edifices, together with more recent buildings, provide the City core with a pleasant diversity of building and architectural styles.

***Transportation.** The City of Hoquiam is fortunate in that the City core has ready access to all major forms of transportation. Two major state highways, routes 101 and 109, travel through the heart of the Central Business District. These arterials carry 5.5 million people per year through downtown Hoquiam.

Grays Harbor Transit Authority has provided the downtown with a bus shelter and several benches. These facilities are located at Eighth and K Streets, on the periphery of the downtown. Our transit system, for 25 cents, provides courteous, timely, and convenient transportation for our community.

Downtown amenities for pedestrian viewing include the 8th Street Landing and promenade, and Chevron Veteran's memorial Park.

Current Industrial Uses

Hoquiam's industrial lands have changed in use over the last decade and are now available for a more diversified development. Hoquiam has a concentrated area of undeveloped industrial land that borders Grays Harbor. In terms of undeveloped land zoned for industrial development, Hoquiam could support a tremendous amount of industrial growth. The City of Hoquiam has approximately 1,000 acres for industrial use within its City limits. An additional 100 acres designated for industrial use are located just north of City limits on Highway 101 and have been contemplated for annexation. Of the 1,000 acres within the City limits, approximately 250 acres are vacant.

The Industrial Element of our Comprehensive Plan goes into further detail on proposed land use development of these areas. Please refer to Section 5 of this Plan for further details.

Port Properties

The Port of Grays Harbor has prepared its Industrial Properties 1996 Master Plan, designating many areas within Hoquiam to be of potential benefit for the Port development. Much of this property is currently owned by the Port. The Port has tentatively found tenants

who wish to locate water-related industries on these sites. The Port has also expressed a desire to continue to acquiring industrial properties in Hoquiam for further development.

The potential for industrial land held by the Port takes away some potential for prospective development in our area. While Hoquiam supports the efforts of the Port, further acquisition of valuable Industrial Properties could possibly harm industrial development by potential industrial users who prefer to own, not lease their investment. A development strategy for these properties needs to be accessed further and an implementation strategy developed to best meet our future needs. Please see Map 3-5. To consider another point of view, the Port can foster and promote businesses that might otherwise not be able to get started, and allow them to grow into prosperous businesses returning taxes and salaries back to the community.

Land Use 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.

1. The goals, policies, and land use map shall guide land use decision making and implementing measures such as zoning, subdivisions, site Plan reviews and SEPA reviews.
2. The land use map 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.
3. 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.

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. The goals and objectives directed by this Plan create the policies that will guide day-to-day planning decisions. These policies will provide the substantive authority for

conditions of approval during SEPA and development review. The following are the goals the City wishes to accomplish by our planning efforts:

1. To 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.
2. To encourage appropriate land uses within suitable areas.
3. to provide sufficient space, protected form conflicts, for all land uses.
4. To encourage the redevelopment of underutilized and blighted areas.
5. To provide for the expansion of uses which require additional area while minimizing potential adverse impact on nearby uses.
6. To minimize land use conflicts and encourage compatibility between land uses through careful and attractive design.
7. to take advantage of the opportunities provided by the City's waterways and terrain.
8. To manage and direct new growth in a manner that allows the City of Hoquiam to provide public services and facilities in a fiscally responsible manner.

LAND USE AREA POLICIES

These policies will guide the selection of areas for potential land use development with a focus on residential areas, as the commercial goals have been stated above and the industrial goals have been stated in Section 5 of this Comprehensive Plan.

RESIDENTIAL LAND USE GOALS

Single Family Residential (R-1 & R-2) Area:

Purpose:

To protect and maintain Hoquiam'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.

Designation Criteria for the Single Family Residential Area:

- A. Areas where the predominate existing land use, is single family residences. In general, single-family residences predominate when they make up 75 percent or more of the housing units in an area of at least five contiguous blocks.
- B. Vacant areas adjacent to single-family neighborhoods where the topography and level of public facilities are suitable for single-family residential development.
- C. Vacant areas whose access is or will be provided by streets though existing single-family neighborhoods. 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 Development Plan.
- D. 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 Single Family Residential Area boundary policy below.

Areas Unsuitable for the Single Family Residential Area:

- A. Areas adjacent to principal and minor arterial unless needed to provide stable boundaries.
- B. Areas where the efficient utilization of public facilities requires greater intensity.
- C. Areas particularly suited for another use.

Single Family Residential Boundaries:

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, arterial, 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 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.

Special Uses:

Special uses are intended to reduce processing time and produce more consistent decisions. The uses listed as special uses have the potential for impacts that preclude the use from being permitted outright and generally also require subdivision or binding site plan approval. The special use procedure allows these use

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 done by the Planning Commission and 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.

Appropriate Implementation:

The Single Family Residential Area shall be zoned in conformance with the purposes and appropriate uses of this area and the following development standards. These standards shall also be implemented through the City's other development ordinances and review procedures.

The Multi-Family Residential (R-3) Area:

Purpose:

To 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. Provisions should be developed to make sure potential development sites contain provisions to ensure that adequate public facilities and amenities are provided. Provisions should also be developed that require compatibility between this area and the Single Family Residential Area.

Designation Criteria for the Multi-Family Residential Area (R-3):

- A. Areas of predominantly multi-family housing types.
- B. 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.
- C. Areas which border on commercial areas where a transition is needed.
- D. Vacant areas suitable for residential development where the existing and/or planned public facilities are adequate for the level of development allowed. The facilities to be evaluated include street classification and capacity, and water and sewer capacity.

Areas Unsuitable for the Multi-Family Residential Area:

- A. Areas suitable for the Single Family Residential Area.
- B. Areas which are committed to commercial or light industrial uses.

Mobile Homes & Mobile Home Parks

Mobile homes may be located and occupied in approved mobile home parks or in the designated Mobile Home Overlay district as per HMC 10.40.400. Please see Map 3-2. Additional mobile home overlays can be requested through the Planned Unit Development process as stated in HMC 10.40 et.seq.

Waterfront Development Area

Hoquiam needs to encourage the appropriate redevelopment of under-utilized and vacant waterfront areas suitable for a mix of uses. Because of the unique opportunities provided by our waterfront resources, special

permitted and conditional uses applicable to the area are provided. Special provisions are included to encourage compatibility among these uses. Public access to the shoreline is generally required.

COMMERCIAL LAND USE GOALS

1. The primary goal of the City of Hoquiam for its downtown is to aggressively pursue economic redevelopment and revitalization. The City should identify, develop and implement specific programs and strategies for such actions.
2. The City should become the leader in forming a public/private sector partnership (with Hoquiam Development Association) to assist in economic redevelopment of the downtown.
3. The City should strive to make the downtown once again the center of activity, that is, the center of commercial, social, cultural and recreational activities.
4. The City should undertake efforts to encourage and assist building and property owners to maintain their buildings and properties. Structures of historical significance should be identified and preserved
5. The physical appearance of the downtown greatly affects the impressions that residents and visitors have of the community. Plans should be developed which govern the aesthetics of the downtown and central business districts.
6. The City should acquire property alongside of and provide public access to its downtown waterfront area.
7. The City should develop measures which encourage development of vacant lots (referred to as in-filling).
8. The City should implement plans to alleviate traffic congestion in the downtown district caused by industrial traffic, clam diggers, and tourists.
9. To promote the continued development and revitalization of downtown Hoquiam, the City wishes to facilitate continued redevelopment and retain the desirable, unique characteristics of downtown.
10. Encourage the clustering of commercial development in existing commercial areas, particularly in the Simpson area and downtown core.
11. Use design guidelines to ensure that commercial development is compatible with the surrounding area in terms of building scale, architectural character, siting and intensity.
12. Require developers to provide information relating to impacts that the proposed development will have on public facilities and services. The City will evaluate the impact analysis and determine whether the development will be served by adequate public facilities

WATERFRONT DEVELOPMENT

The need for economic development is a major impetus behind all of Hoquiam's planning and community improvement efforts. Hoquiam's underutilized waterfront provides a range of economic development opportunities. Hoquiam is located on SR101, the major coastal tourist route with 11,500 vehicles per day average daily traffic counts. At present there are few inducements for travelers to stop in Hoquiam. A revitalized waterfront with opportunities to kayak, boat or fish, etc., could become an inducement to bring visitors into downtown Hoquiam to purchase food, gifts and lodging.

In addition to tourism, waterfront development could provide opportunities for housing, offices, restaurants, RV parks, etc. In general the Hoquiam waterfront should be developed with water dependent or water enjoyment uses with public access prioritized. Heavy manufacturing should be located in Heavy Industrial areas towards Grays Harbor.

Hoquiam has many different types of waterfront areas. They include the Grays Harbor Estuary Management Area, Grays Harbor, the Hoquiam River and the Little Hoquiam River.

Different parts of this element apply to different waterfront areas. The waterfront access policies apply to all waterfront areas in the City. The Estuary management Plan Policies apply to Grays Harbor, Bowerman Basin, and adjacent areas.

Recent development affecting the Hoquiam Waterfront have been:

- *Port Development
- *Proposed Dahlstrom Boat Storage Facility
- *G.H. Farmers Market
- *Johnny Green Dike waterfront walkway
- *8th Street Landing
- *Port's waterfront viewing tower & boat launch

Shoreline Management

The City of Hoquiam's Shoreline Master Program is currently being updated to meet with the State Required guidelines established in House Bill 1724. The Shoreline environments in Hoquiam's planning area are all designated as Urban. Most of the Hoquiam waterfront has in the past been predominantly used for industrial purposes. Many of these uses have dissipated over the years and are therefore in need of redevelopment. The redevelopment of these areas should be managed to provide waterfront areas for recreational and water-related commercial/residential uses.

Hoquiam has the ability to re-development much of its industrial land along the Hoquiam River into potentially beautiful residential developments. A Shoreline Residential Environment can be created for residential development in areas which potentially would be enhanced by less intense development of the waterfront. This in turn would protect our shoreline. This could benefit existing neighborhoods, currently distressed by the impinging industrial areas, and provide for increased residential access to our waterfront. It could also promote increased community pride in our waterfront as a source of enjoyment as well as a source of revenue.

The Port of Grays Harbor made significant improvements in the Port industrial area. The Grays Harbor navigational channel is scheduled to be deepened from 30 feet to 36 feet and also widened. This will allow ships drawing up to 40 feet of water to load cargo at Hoquiam. The 8th Street Landing and Levee Street Park has been developed and enhances our resident's waterfront access, along with the Port's

History of Regulations

While waterfront development has always been subject to local, state and federal regulation, the number of regulatory systems increased in the 1970s and the goals of the systems changed. In 1971 the voters of the State of Washington adopted the Shorelines Management Act. The Act emphasized increased public access to water front areas and protecting natural resources. The Clean Water Act requires permits from the U.S. Army Corps of Engineers for wetland fills. The increased regulations resulted in administrative overlap and confusion, making waterfront development more difficult. The City of Hoquiam, together with the cities of Aberdeen, Cosmopolis, Ocean Shores, and Westport, entered into a planning process with state and federal agencies to develop a consistent plan for Grays Harbor. The Plan is intended to facilitate the development and protection of the waterfront. The result of these efforts is the Grays Harbor Estuary Management Plan. The Plan was adopted by the City of Hoquiam in 1987 as an amendment to both the existing Comprehensive Development Plan and the Shorelines Master Program. The portions of the Grays Harbor Estuary Management Plan applicable to the City of Hoquiam are included in this chapter.

The Waterfront Development and Conservation Goals

The waterfront development and conservation goals are the long-term ends to be achieved through the goals, policies, implementing ordinances, and implementing decisions.

1. Hoquiam's waterfront will be managed for multiple uses.
2. To encourage the appropriate development and use of suitable waterfront areas.
3. To encourage the appropriate redevelopment and use of blighted waterfront areas.
4. To increase appropriate public and private use of the City.
5. To protect important waterfront areas and resources.
6. Review periodically Hoquiam's Shoreline Master Program to ensure compatibility with the Comprehensive Plan.

7. Review the Master Program's effectiveness, and the City's ability to implement it's policies
8. Revision, if necessary, of the Master Program should reflect the desires of Hoquiam's residents while respecting the rights of shoreline owners.
9. The Master Plan should reflect the conditions special to the Hoquiam Downtown Development area.
10. Plans of those with shoreline ownership (agencies, government, individuals, etc.) should be coordinated though the Master Program.
11. Develop waterfront public access. Encouraging private development, which permits public access to the waterfront.

Waterfront Development Conservation Plans and Policies

The waterfront development and conservation plans and policies outline and describe directions for governmental action and decision making to implement the waterfront development and conservation redevelopment goals. The plans and 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.

General Waterfront Access Policies

1. New developments fronting upon the water should provide appropriate levels of public access. The City of Hoquiam Shorelines Master Program should be amended to include specific public access requirements.
2. The Pedestrian Pathway and Waterfront Access Plan Map identifies specific types of waterfront access improvements. Linear accesses provide access along a stretch of waterfront. Point accesses provide access to one location on the waterfront. Direct public water access/boat launch means that a boat launch, fishing area, or boat dock shall be provided as part of a linear or point access. The specific location of the accesses should be considered general and may be changed to enhance public access or improve the project design. The identified waterfront accesses shall be provided as condition of any discretionary land use approvals granted for the property on where an access is identified or where appropriate by a combination of private and public funding.

3. The public waterfront accesses are necessary to continue the public use of the public shorelines of the City of Hoquiam. The protection and development of these access ways is found to be in the public interest of the City of Hoquiam.
4. The identified waterfront accesses should be provided as a condition of any discretionary land use approval granted for the property on which an access is identified where a proposed development would:
 - (a) generate increased demand for waterfront access; or
 - (b) reduce public access to the waterfront.

Residential developments, which at full development will have fewer than 20 housing units, should not have to provide waterfront public accesses unless an existing public access would be blocked by the development.

5. Under appropriate circumstances, priority public access facilities may be constructed with public funding or a combination of public and private funding.

The Hoquiam River Waterfront Plan

With the acquisition of the Mamala, an antique wooden survey boat, in the spring of 1989, and the development of the 8th Street landing the public's attitude towards the Hoquiam River waterfront district gravitated from virtual indifference to a recognition that an important community asset has been identified. Concern was soon expressed by area property owners and public agencies that without adequate planning and regulation, the potential of the district could be lost due to a lack of direction.

The City Council sitting as the Shoreline Hearings Board needs to examine the issues of appropriate land uses, possible theme developments, design guidelines and other issues affecting our waterfront development. Ultimately, a more comprehensive approach should be adopted to examine a number of issues that range from transportation problems to business development opportunities affecting not only immediate properties, but those throughout all of Hoquiam and the downtown as well.

Using a grass-roots approach to preparing a development plan for the three areas, it is important that our plan be reflective of the interests of those who were most affected by its outcome, namely that of the property and business owners. We need to gather information to derive a realistic portrait of the target area. Subjects examined should be:

- ◆ Rail and Highway Transportation Issues
- ◆ Available Utilities
- ◆ Waterfront Development Plans
- ◆ Downtown Re-development Plans
- ◆ Port of Grays Harbor Development Plans
- ◆ City of Hoquiam Development Plans
- ◆ Individual Property Owners Development Plans
- ◆ Existing Land Use and Structures
- ◆ Existing Land Use Regulations
- ◆ Assets and Issues

Information regarding these topics can be individually researched and reported the compiled by the City. Once this investigation is complete, the information can serve as a basis for discussing problems, formulating solutions or finding new ways to enhance existing assets.

To augment this process we need to focus on circulation, landscaping, parking, scale, relationship to waterfront, signage, building reuse, open spaces, land uses, public improvements and themes.’ We can look to improvements made in other jurisdictions to learn from their successes and failures. From these examples we can move into the goals and objective phase of the project.

Goals and Objectives

Once the data collection phase is completed, we can formulate specific goals and objectives that would build the foundation for a coordinated development strategy.

We can focus on a theme to create the ambience of Hoquiam’s Downtown Waterfront District that will provide opportunities for:

- ◆ commercial/tourism development
- ◆ recreational activities
- ◆ enhancing the community’s quality of life

Reaching this goal needs to be a coordinated effort with support from the private and public sectors working cooperatively to provide direction as to how development should be encouraged or regulated. Three main categories of goals and objectives eventually evolved: Concept Development, Physical Improvements and Economic Opportunities.

I. Concept Development

The creation and promotion of Hoquiam’s Unified Waterfront Development is envisioned as an end result of this category of goals and objectives. Our struggle to achieve this goal has made it clear that we need a coordinated development strategy implemented and worked towards. The culmination of these goals and objectives is to create some degree of unity in appearance throughout the district that would enhance the community’s quality. Of life and fuel businesses catering to downtown’s development and enhance tourist activities.

Goal I-1:

A Hoquiam Downtown Waterfront District should provide a flexible guide for development. All properties should maintain a quality appearance.

Objectives:

- A. Establish site development guidelines for private and public property development that lends to a pedestrian oriented atmosphere. Such guidelines should include provisions for pedestrian access to storefronts and landscaping requirements. If a downtown facade improvement program is established, conformance to the guidelines should be encouraged.
- B. Encourage building reuse, such as converting warehouses into retail/professional space.
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- C. Develop enforceable mandatory minimum maintenance standards. Abatement of derelict buildings should be a priority.

Goal 1-2:

The Grays Harbor Bay Area should be encouraged for enhanced Industrial use, while development on the upper Hoquiam River should be encouraged to re-develop into residential or light commercial development.

Objectives:

- A. Land use regulations should provide for a variety of uses, from residential to light industrial. To ensure compatibility, separation of uses should be ensured through the development and application of performance standards.
- B. Development adjacent to the waterfront should be permitted provided there is some dependency on its location near the water. Dependency can be as passive as utilizing a view for a restaurant or as active as a shipyard or marina.
- C. Zoning codes should be amended to allow for flexible development alternatives for the Hoquiam waterfront.

Goal 1-3:

Residents and visitors alike will be encouraged to participate in local waterfront recreational opportunities.

Objectives:

- A. The Downtown Hoquiam Waterfront District concept should be extended to other waterfront development, although varying in the degree of application. This is intended to lessen the visual or physical transition from one area to another so visitors will be inclined to remain in the district longer. For instance, once an out-of-town family completes their visit to the Farmers Market, they would naturally drift to the Paulson Museum, then to Hoquiam's shops, restaurants and attractions in the downtown/waterfront area.
- B. Landscaping and public improvements in all three areas should share a common theme to encourage a physical as well as mental link between them. Landscaping plans and strict guidelines for public improvements should be developed and implemented whenever new projects or replacements occur. As an example, sidewalks that are replaced in any of the three areas should be consistent with design guidelines.
- C. Existing businesses should be encouraged to blend with the Downtown Hoquiam Waterfront concept.

Goal 1-4

The waterfront provides unique vistas that should be preserved and emphasized.

Objectives:

- A. Corridors that provide public viewing of the Harbor and the Hoquiam River should be preserved. Vistas of identifiable landmarks should also be maintained. Promotion of the use of our observation tower and strategically located benches should be constructed to open more public opportunities for viewing sites.
- B. Effort should be extended to find methods or actions to eradicate or screen uncomplimentary uses and structures. Design should focus on emphasizing attractive features in buildings or areas.
- C. The moorage sites and the waterfront attractions, such as the Mamala should be as visible s possible to attract tourists.
- D. Brush and trees should be cleared from prominent vista points, such as along Highway 12 at the eastern City limits and the southern foot of the Simpson Ave. Bridge, to improve views of the harbor and Hoquiam River.

II. Physical Improvements

Physical improvements to private and public property play an essential role in developing a Downtown Hoquiam Waterfront District atmosphere. Well placed amenities and inventively designed infrastructure improvements often provide the finishing touches that can make or break the attractiveness of an area. This section provides direction as to what improvements should be constructed and how they should be presented.

Site improvements and amenities should cater to public needs and comfort, have a consistent theme and possess a high degree of quality construction.

Objectives:

- A. Public rest rooms and parking facilities should be readily available. Construction should be of a durable yet attractive nature. Public showers should also be available for any public mai5na or recreational vehicle park.
- B. Landscaping along vehicle and pedestrian routes throughout the district should incorporate period benches and trash receptacles, picnic tables and rest areas.
- C. Quality construction and the Downtown Hoquiam Waterfront District should be reflected ii all public improvements. Effort should be extended to follow the developed theme through all new development of new and exciting projects in this area.

There should be maximum utilization of the waterfront especially to enhance vistas and promote a variety of activities for all ages.

Objectives:

- A. A boardwalk linking the Polson Museum to Riverfront Park should be constructed that incorporates shops and restaurants facing the water. (See Hoquiam Waterfront Development Plan)
- B. Public access should be provided to the waterfront by way of boat landings, corridors and boardwalks at all hours of the day.
- C. Point of interest markers should be erected along the boardwalk and throughout the district.
- D. A public dock, leased moorage and launch ramp would enhance the waterfront attraction of the district. The City should extend effort at seeking funding for these improvements. Tour boats could utilize the facilities as well and provide outings into the harbor.
- E. The waterways should be cleaned up by removing discarded materials and driftwood.
- F. Activities and structures adjacent to the waterfront should be reserved for water dependent or oriented uses only.

Public improvements should be encouraged to complement or enhance development in the district.

Objectives:

- A. The Polson Museum should be promoted as a symbol of community pride. Its relationship to the shoreline district in particular, is very important, but should not be the sole driving force behind development. Regardless of the success of the project, the district possesses some unique qualities that create substantive investment possibilities for the community.
- B. Current problems inhibiting the free flow of traffic to and from Hoquiam make the addition of the left turn lane along Levee Street a high priority public circulation improvement. Until that improvement is in place, public access to Hoquiam and the Waterfront will be greatly hampered. The City, WDOT, the Burlington Northern Railroad and those property owners in this area are encouraged to cooperate to the greatest extent possible to ensure the construction of the left turn lane at the earliest opportunity.

The district should be ‘user friendly’ to vehicles and pedestrians to, from and within.

Objectives:

- A. Circulation improvements to Simpson Avenue & Levee Street should be designed for ease of ingress and egress, and circulation within. A clear statement of traffic flow, one which will encourage well defined entry way(s) for vehicles, is needed. Straightforward directional signage is essential.
- B. A complete pedestrian path along the river connecting downtown to the waterfront will serve as a focus of activity for the district. Key to that connection will be safe, convenient pedestrian crossings. Future improvements along the waterfront should be required to incorporate or accommodate the pathway by including it as a condition for development under the Shoreline Management Plan.
- C. Recreational vehicle accessibility and parking, located in close proximity to rest room and other amenities, should be reflected in any future design for the area.

- D. Street improvements, the pathway and other amenities should feature access for the disabled.
- E. Multiple public parking sites should be interspersed throughout the district and within close proximity to specific activities. Zoning regulations must be amended to allow for alternative methods to address parking requirements. The goal is to enable businesses to create a density that lends flavor to a development (which open parking spaces detract), not lessen the amount of dedicated parking required. Cooperative ventures between the City and property owners can be explored to finance construction of public parking lots. The use of development fees in lieu of site improvements may prove another method of financing public lots.
- F. Circulation plans and development of parking areas should be coordinated with the Transit Authority to efficiently address the needs of the pedestrian.

III. Economic Objectives

In addition to creating a more enriching quality of life for Hoquiam’s residents, development of our waterfront will increase the economic base of the community. Increasing shopping at home and capturing outside dollars from tourists are the overall focus of this effort. The best way to do this is by the public sector, property and business owners working together to promote directed development. Tourist—related developments are an important ingredient to the success of the district.

Objectives:

- A. Encouragement of business development in Hoquiam must be a goal of all public and private entities. Public entities and the private sector must work in partnership to explore new ways of taking advantage of business development opportunities and find solutions to old problems creating barriers.
- B. The importance of tourism to our economy must be recognized and be accepted by all participants in our community. A balance must be reached that accommodates all sectors of the economy, as opposed to the favoring of one over another. The need for diversification has long been espoused as a community goal; tourism development is an excellent representation of the move in this direction.
- C. A plan should be developed that coordinates the use of private and public funding for promoting development in the district. Such a plan could also be used as a “sales tool” to invite new investment.
- D. Incentives must be found to invite local investors to get involved in public and private property development.
- E. Assist and encourage downtown merchants to adjust to the new realities of the marketplace.
- F. The establishment of a well-staffed, strong Hoquiam Development Association to assist with the market based transition.
- G. The project should seek to introduce new sources of revenue into the district by recruiting small businesses and vendors. Offering a diversity in shopping needs that will attract the interest of the in- and out-of-town consumer.

The economic base of the district, including downtown, needs to be expanded and strengthened through the utilization of public and private resources.

Objectives:

- A. The possibilities of establishing a small retail incubator system tailored to Waterfront activities, downtown or Industrial uses should be pursued. This could serve as a tremendous boost to new entrepreneurial retail development plus provide interesting small scale shopping opportunities for the public.
- B. Entrepreneurial attitudes should be developed that promote a quality' atmosphere with emphasis on excellent service and products with high standards of workmanship. This should serve as the base line for comparison with other waterfront communities.
- C. The capitalization of the Downtown Hoquiam Waterfront concept could be greatly facilitated by local lending institutions committing to the establishment of a loan pool aimed at financing development projects in this area. Even more ideal would be the creation of a low interest revolving loan fund that could assist with short-term loans for property rehabilitation and new business development needs.
- D. Develop a business plan that indicates the type and number of businesses needed to achieve a successful mix in the district A plan based on sound market analysis can also serve as an important tool for recruiting new investment into the area.
- E. To create an interesting and exciting atmosphere, land use regulations should permit the exhibition of goods and their manufacturing process, and private developers are encouraged to incorporate this concept into their property development plans.
- F. The City should utilize its staff and resources to act as a catalyst for development. The public sector has the opportunity to make a real difference in stimulating local development projects through investment in infrastructure improvement programs, serving as a conduit for grants and economic development services, and by providing the staff expertise and regulatory capability for coordinating private property development.

POTENTIAL ANNEXATION AREAS

Annexation Policies

Contiguous industrial and commercial areas should be encouraged to annex to the City of Hoquiam.

When public facilities are extended to serve industrial and commercial properties within unincorporated areas, the City should annex the property, if contiguous. If the property is not contiguous Hoquiam should obtain a binding agreement that the property will annex once it becomes contiguous to the City.

Those public facilities which do not have excess capacity should not be extended outside Hoquiam's City limits unless one of the following criteria are met:

- (a) The extension will enable Hoquiam to annex an industrial or commercial area which will increase the tax base of the City
- (b) The extension will retain an existing industry or facilitate the location of a new or expanding industry in the region, or
- (c) The users being served by the extension will pay the full costs of the extension, a fair share of the operating and system development costs, the extension will not cause any decrease in the facility's ability to serve all areas within the City, and the extension will increase the City's ability to improve or increase the capacity of the public facility.

Unincorporated residential areas may be annexed to the City where beneficial to the City and the area to be annexed. The residential area should pay the costs of any necessary improvements to public facilities to serve the area.

Bowerman Hill

Bowerman Hill is Port owned property located within unincorporated Grays Harbor County on the steep slope north of SR-109 and east of SR-101, just west of the City of Hoquiam. This site has been earmarked by the Port for annexation into Hoquiam's City limits.

Grays Harbor County Zoning Code designates the entire site as GD5, which permits a wide range of uses appropriate for rural areas at densities consistent with the levels of public facilities, public services, and the physical characteristics of the areas included within the District. Currently, this site is not served by any utilities. There is a substation located at the interchange of US- 101 and SR-109, as well as an 8 inch water line in SR-109. Please see Mapping in Port's Master Plan for proposed annexation area.

The site was logged approximately ten years ago and is currently undeveloped except for the remaining logging roads.

POLICY COORDINATION

The City of Hoquiam will consult with Grays Harbor County, the City of Aberdeen, and any nearby special districts to coordinate those land use, economic development, and public facility policies, decisions, and actions which would impact the City and the other jurisdictions.

The City of Hoquiam Comprehensive Development Plan, plan amendments and plan updates shall be coordinated with the comprehensive and functional plans of Grays Harbor County, the City of Aberdeen, and any nearby special districts. The other jurisdictions are encouraged to coordinate their plans with the City of Hoquiam Comprehensive Development Plan.

LAND USE IMPLEMENTATION SCHEDULE FOR 1996 - 2001

A development plan only has purpose if it is implemented. To take the 'Hoquiam Waterfront' concept beyond the planning phase and to forge it into a viable economic base for the community requires a commitment to action. This can only happen if the community, the private sector, and the public agencies lend their will and resources to that purpose.

It may take many years before all of the goals and objectives outlined in this Plan are realized. Some community economic development strategies, like those in Leavenworth, Granville Island and Poulsbo, have taken ten to thirty years of perseverance to get as far as they have today. Hoquiam's situation is likely to be no different. Therefore, it is vital that the community embarks on this path as soon as possible.

This section establishes an optimum five year work schedule that provides direction for both the public and private sectors to initiate a tourism development for the district. The sequence of projects is intended so that a natural progression in development will occur, with the results of one project serving as a base to another. This schedule should be evaluated annually for progress and a new one developed biannually.

1. Revision of Land Use Ordinances.

Changes in current land use regulations need to be made to accommodate activities and development necessary to meet the goals of the 'Waterfront Development' concept. This includes developing new alternatives for density allowances, permitted and conditional uses, performance standards and parking requirements in the Comprehensive Plan and zoning ordinance. An examination of the building codes should also be conducted to reach a determination on historic building provisions.

2. Conduct Market Analysis and Prepare Marketing Plan & Materials.

Information is needed regarding the type of development most apt to succeed in the district. This is to assist existing property and business owners evaluate opportunities and to attract new investment. Marketing materials should subsequently be prepared for distribution by the City, Chamber of Commerce, Economic Development Council, and Hoquiam Development Association.

3. Circulation Improvements for Hoquiam's Waterfront

Critical circulation infrastructure improvements are needed to help alleviate congestion and promote access to the waterfront.

4. Waterfront Promenade Project.

Efforts should be concentrated on obtaining grant funding for improvements to the Waterfront Development Plan.

5. Waterfront cleanup.

Removal of unsightly debris and logs from the Hoquiam River, and Grays Harbor. Work crews from the Dept. of Ecology's Conservation Corps, volunteers and City personnel could be considered to perform the work. The Conservation Corps is a grant program that requires competitive application.

6. Establish minimum maintenance standards for private property.

Prepare ordinances and public awareness campaign aimed at elevating the outward appearance of private property in the district. Work should be spearheaded by a specially appointed task force to provide direction and recommended actions to be taken by the City. These actions can be enforced by the Code Compliance position.

Chapter 4

NATURAL ENVIRONMENT ELEMENT

Introduction

The quality of natural environment is extremely important to many community residents. Not only is environmental quality important to basic health and safety, but also it contributes to the overall image people develop about their community. The status of Hoquiam's natural features and systems plays a significant role in determining the City's environmental quality.

Resource Lands & Critical Areas

The goals and policies in this chapter recognize that meeting human needs is required for a healthy environment. This reflects the City's belief that:

- ❖ Long-term economic progress and environmental protection are mutually dependant;
- ❖ A healthy environment contributes to the economy no less than do roads and other public services.

Hoquiam is striving to be a sustainable City. We believe the wise use and re-use of resources will reduce the burden we place on them. The City's commitment to this philosophy has been demonstrated through its programs in recycling and in water quality. The City must continue to use the best information available to take actions that contribute to sustainability, including making good development decisions, and being efficient and wise stewards of the environment.

Our community must choose the next steps toward environmental protection. Certain land areas will need to be preserved or restored because of their unique ecological features. Living sustainably is living conservatively. Conservation is defined as the act of conserving or saving-- in this case our natural resources-- from abuse and overuse. Development needs to sustain us as people, as well as provide use with opportunities to experience beauty and nature. The City recognizes that a polluted and degraded environment acts as a barrier to development and results in a less diversified economy.

The principals of sustainability promote development and actions which meet the needs of the present without compromising the future. Maintaining balance between the needs of people and the environment requires acknowledging ecological and economic interdependencies. In order to achieve a sustainable environment, we must maintain, conserve, and restore--where necessary--the integrity of biological systems and their functions.

The goals and policies in this chapter require us to accept responsibility for our decisions and their impacts on the health of natural systems. They commit us to contribute to a sustainable economy through environmental policies which prevent the loss of natural resources.

Resource Lands include:

- A. Agricultural lands of long-term significance for the production of food or other agricultural products.
- B. Forest land of long-term commercial significance.
- C. Aggregate and mineral resource lands from which extraction of minerals (sand, gravel, valuable metallic substances) occurs or can be anticipated.

Critical Areas include:

- A. Wetlands
- B. Aquifer recharge areas
- C. Frequently flooded areas
- D. Geologically hazardous areas
- E. Fish and wildlife habitat conservation areas

The first step is defining the categories to which the resource lands and critical areas will be assigned. Pursuant to RCW 36.70A.170, these areas will be designated based on the defined classifications. Designation establishes classification scheme and the general location of the areas. Maps have been included that show areas likely to meet the definition of referenced resource land or critical area. They are intended for informational use only. They are not sufficiently accurate to be used for regulatory purposes. Specific locations are determined on a case by case basis.

Following are descriptions of various resource lands and critical areas. These descriptions begin with a definition of the resource land or critical area that will be used by the City for designation purposes. This is followed by background information on why it is necessary to identify and protect the resource land or critical area and some of their characteristics. This is then followed by a description of their local occurrence together with some of their unique local qualities

Finally, policies are listed. The City adopted these regulations to protect critical and these policies become official City policy as well as City SEPA policy. These policies will alter the administration of current regulations to provide for the protection of critical areas required by the Growth Management Act II. Protection of Wetlands and Fish and Wildlife Habitat areas will be accomplished by enforcing the policies through the City's SEPA process. Protection from Geological Hazardous Areas will be accomplished by enforcing the policies through the administration of the Uniform Building Code. Protection from Frequently

Flooded Areas is currently provided through enforcement of the Floodplain District requirements in the Zoning Code. There were no Aquifer Recharge Areas identified in Hoquiam; however, policies are included to ensure the protection of aquifer recharge areas in the county that are important to the City's water supply.

This report, if adopted as part of the Comprehensive Plan, will satisfy the requirement of the GMA to "designate (a) agricultural lands, (b) forest lands, (c) mineral resource lands, and (d) critical areas according to DCD guidelines."

RESOURCE LANDS

When classifying Resource Lands, the City is required to consider suitability of the land for the particular resource. Cities shall also consider combined effects of proximity to populated areas and the possibility of more intense uses of the land as indicated by:

1. The availability of public facilities;
2. Tax status;
3. The availability of public services;
4. Relationship or proximity to urban growth areas;
5. Predominate parcel size;
6. Land use settlement patterns;
7. Intensity of nearby land uses;
8. History of land development permits issued nearby;
9. Land values under alternative uses; and
10. Proximity of markets.

Agricultural & Forest Lands

Agricultural land is land primarily devoted to commercial production of: horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products; or of berries, grain, hay, straw, turf; seed, Christmas trees (except those subject to the excise tax imposed by RCW 84.33.100 through 84.33.140), or livestock, and that has long-term commercial significance for agricultural production.

In classifying agricultural lands the City is required to use the land-capability classification system of the U.S. Department of Agriculture Soil Conservation Service (SCS).

The SCS prepared the "Soil Survey of Grays Harbor County Area, Pacific County, and Wahkiakum County, Washington." This survey contains detailed maps that delineate areas dominated by one or more major kinds of soils or miscellaneous areas. Map units are identified and named according to the taxonomic classification of the dominant soils or miscellaneous areas (See Map 4.1). The delineation of such landscape segments on the map provides sufficient information for the development of resource plans; but if intensive use of small areas is planned, onsite investigation is needed to precisely define and locate the soils and miscellaneous areas.

Table 1 shows the twelve soil map units identified in Hoquiam (Map 4.1). The Capability Classification and the Site Index for each soil unit is listed. The Capability Classification will be used to indicate the suitability

of each soil unit for agriculture (Map 4.2). The City will use the “Site Index,” that indicates the potential productivity of common trees on various soils, to identify potential forest resource lands (Map 4.3).

Exhibit 4-1

Soil Map index Capability Classification Forestry Site Index				
37	Elochoman silt loam	IVe	Douglas fir Hemlock	136 124
39	Fluvaquents, tidal	VIIIw		-
46	Hoquiam silt loam 8-30% slopes	IVe	Douglas fir Hemlock	127 113
47	Hoquiam silt loam 30-65% slopes	VIe	Douglas fir Hemlock	127 113
69	Le Bar silt loam 8-30% slopes	IVe	Douglas fir Hemlock	131 117
104	Ocasta silty clay loam	IVw	Red alder	94
121	Pits, Quarries	VIIIs		-
125	Rennie silty clay loam	VIw	Red alder	99
147	Udorthents	IVS		-
163	Zenker silt loam 8-30% slopes	IVe	Douglas fir Hemlock	133 122
164	Zenker silt loam 30-65% slopes	VIe	Douglas fir Hemlock	133 122
165	Zenker silt loam 65-90% slopes	VIIe	Douglas fir Hemlock	127 122

There are eight capability classifications. Numbers indicate progressively greater limitations and narrower choices for practical use for agriculture. Classes are defined as follows:

- ◆ Class I soils have few limitations that restrict their use.

- ◆ Class II soils have moderate limitations that reduce the choice of plants or that require special conservation practices.
- ◆ Class III soils have severe limitations that reduce the choice of plants or that require special conservation practices, or both.
- ◆ Class IV soils have very severe limitations that reduce the choice of plants or that require very careful management, or both.
- ◆ Class V soils are not likely to erode but have other limitations, impractical to remove, that limit their use.
- ◆ Class VI soils have severe limitations that make them generally unsuitable for cultivation.
- ◆ Class VII soils have very severe limitations that make them unsuitable for cultivation.
- ◆ Class VIII soils and miscellaneous areas have limitations that nearly preclude their use for commercial crop production.

The City should also consider prime and unique farmlands as designated by the Soil Conservation Service. Two soils are potentially prime agricultural soils, 104-Ocasta silty clay loam and 125- Rennie silty clay loam. Ocasta has a soil capability classification of IVw and Rennie has VIw. The “w” in both cases is the subclass modifier that shows that water in or on the soil interferes with plant growth or cultivation.

Forestland is primarily useful for commercial tree growing; including Christmas trees subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, and that has long-term significance for growing trees commercially.

The potential productivity of common trees on a soil is expressed as a Site Index. This index is determined by taking height and age measurements on selected trees within stands of a given species. The Site Index applies to fully stocked, even-aged, unmanaged stands growing on a particular detailed soil map unit. The highest timber yields can be expected from map units with the highest site indexes.

As can be seen from Exhibit 4.1, the City contains several soils that are marginally suitable for agriculture and very suitable for forestry if only the soils are considered.

However, the combined effects of proximity to populated areas and the possibility of more intense uses of the land must also be considered. The ten indications of these effects are all present for lands within the Hoquiam City Limits. Public facilities and services are immediately or easily available for these areas. None of the lands has been placed in the state Open Space tax program. Any potential agricultural or timber resource land within the City is located near developments or has been included in past Comprehensive Plans as growth areas.

Because potential timberland or agricultural land within the City of Hoquiam is more suited to urban development, no lands are being designated.

Should the City and the County proceed with the establishment of Urban Growth Areas, the areas suitable for annexation and development should be examined closely for potential timber resource land due to the highly suitable soils in the area.

Mineral Resource Lands

“Mineral resource lands” means lands primarily devoted to the extraction of gravel, sand, or valuable metallic substances or that have known or potential long-term commercial significance for the extraction of minerals.

No history of mineral development exists nor have any sites been identified with potential as mineral resource lands. Therefore, no mineral resource lands are being designated.

CRITICAL AREAS

WETLANDS

“Wetlands” mean areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas in order to mitigate conversion of wetlands, if permitted by the City or county.

Background

Wetlands provide many community-wide benefits. They detain storm water, thus reducing the flood impacts downstream. By detaining storm water, wetlands also allow more of the rainfall to soak into the ground and recharge the groundwater supply. Wetlands clean storm water by slowing the flow and allowing sediments and pollutants to settle out and be taken up by the wetland vegetation. Many species of plants and wildlife rely on wetlands for habitat during all or part of their lives. Many species, while not relying on wetlands directly, rely on wetlands for food that originated in them. Fisheries are especially dependent on the food chain that begins in wetlands.

Wetlands provide many specific benefits to landowners. They are extensively used for pasture; they are essential to cranberry, oyster, and peat production; and production implies a harvest and replant cycle, and current laws will not allow harvesting.

Many wetlands also have significant value for industrial, commercial, or residential development due to their proximity to urban infrastructure.

The federal government regulates wetlands under the authority of Section 404 of the Clean Water Act. This act gives the Corps of Engineers the authority and responsibility to regulate the discharge of dredged or fill material into U.S. waters, which include wetlands.

The state regulates wetlands under the authority of the Shoreline Management Act. This act gives the Department of Ecology authority and responsibility to regulate development along shorelines of the state and associated wetlands.

Both the President and the Governor have issued executive orders requiring federal and state departments to seek no net loss of wetlands.

Local Conditions

In general, the local area can expect a significant amount of area to be “wetland” since Hoquiam receives over 60” of rain per year on average. However, precise identification and delineation of wetlands that meet the above definition is a very technical process. Federal agencies have developed a methodology they all have agreed to use. This process is outlined in the “Federal Manual for Identifying and Delineating Jurisdictional Wetlands.” The methodology described in the manual will identify all wetlands that meet the definition being used by the City, but will include some wetlands excluded by the City’s definition (e.g., artificial wetlands).

Without the time or expertise to conduct a complete inventory of the City using the federal methodology, the City has compiled existing information that gives some indication of areas likely to contain wetlands.

Map 4.4 shows the area of the 100-year floodplain which indicates areas that may contain wetlands. Other indication of areas that may contain wetlands are areas of hydric soil as shown on Map 4.5.

Map 4.6 shows wetlands identified by the U.S. Fish & Wildlife Service on their National Wetland Inventory Maps. These wetlands were identified from aerial photos and were not identified using federal methodology. As such, this map indicates likely areas of wetland, but only field inventory can confirm this. For instance, the National Wetland Inventory Maps include the City’s sewage stabilization pond as a wetland. While it meets the definition of a wetland for inventory purposes, it does not meet the definition of a wetland used by the City or by the Growth Management Act.

Recommended Policies

- A. Adopt the following classification system for wetlands upon which to base the establishment of avoidance criteria and mitigation requirements for developments in wetlands.
1. Category “A” wetlands are to remain in their natural condition, and include:
 - a. Wetlands preserved, encumbered, or otherwise protected from use by federal, state or local action. The only wetland currently meeting this criteria is the wetland included in the Bowerman Basin National Wildlife Refuge.
 - b. Wetlands intentionally created or enhanced to mitigate conversion of other wetlands, as permitted by the City. The only wetland currently meeting this criteria is the bankline area north of the law offices at 827 Levee Street. This area was revegetated as mitigation for partial shading of the bankline caused by the building.

- c. Wetlands that are high-quality and regionally-rare ecosystems with irreplaceable wetland functions. To date, no such wetlands have been identified in Hoquiam, other than Bowerman Basin -which has been permanently protected by federal action.
- d. Wetlands of exceptional local significance, as designated by the City. To date, none has been identified.

2. Category “B” wetlands are wetlands that may be developed only after an appropriate mitigation plan is approved and in place, and include:

- a. Wetlands that are neither Category “A” nor Category “C” wetlands.
- b. Estuarine wetlands. This would include the portion of Grays Harbor and associated saltwater marshes within the City limits, the Hoquiam, Little Hoquiam, and East Fork of the Hoquiam Rivers from ordinary high water to ordinary high waterline.

3. Category “C” wetlands will be considered as uplands if any of the following criteria are met:

- a. The area falls under a Section 404 Clean Water Act nationwide permit or a “headwaters and isolated waters” nationwide permit issued by the Army Corps of Engineers.
- b. Artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities.
- c. Isolated wetlands which have little or no beneficial use. Beneficial uses include aquifer recharge, fish and wildlife habitat, flood attenuation, and storm water purification.

B. As time and funds are available, conduct field inventories to more precisely determine the location of any Category “A” and “B” wetlands.

C. Require applicants for development permits to provide wetland delineations of sites that contain potential Category “A” or “B” wetlands.

D. Adopt the following avoidance and mitigation policies:

- 1- Review SEPA documents for any development within 200 of a Category “A” wetland to assure avoidance of impacts on the beneficial uses of the wetland.
- 2- Review SEPA documents for proposed developments on or within 100’ of Category “B” wetlands and require adequate mitigation for any unavoidable

impacts on the beneficial uses of the wetland. Avoidance of impacts should be considered first, minimization of impacts and enhancement of uses second, and lastly replacement. Replacement should be at more than an acre for acre replacement.

AQUIFER RECHARGE AREAS

For classification purposes, aquifer recharge areas are areas with a critical recharging effect on aquifers used for potable water or areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water. (Definition, WAC 365-190-03 0)

Background

A clear relationship exists between uses of land and the quantity and quality of ground water. Rainfall replenishes the aquifer in a process known as recharge. Land developed with impervious surfaces (areas which water cannot penetrate to reach the groundwater) can impact the quantity of groundwater.

Activities occurring on the surface above the aquifer can impact the quality of the ground water below. Contaminants from land use activities, if not controlled, can seep into the groundwater. Pinpointing exact sources of contamination is a very complex process because of the many potential sources.

It is thought that the nature, of aquifers is such that contamination in any part of the aquifer may affect water quality throughout the aquifer. However, the complex functioning of aquifers is not fully understood at this time. Because of the potential for contamination, inter-governmental coordination in aquifer protection will be necessary.

Long-term protection of aquifers is thought to depend to a significant degree upon control of certain types of surface and subsurface land use activities. Control of land use activities generally occurs through such mechanisms as zoning, building codes, and health and sanitary codes. Zoning controls are considered appropriate measures for groundwater protection because they can be applied in a geographically specific manner and can include provisions to control specific uses or activities which are potential sources of contamination.

Preserving as much natural area to recharge the aquifer as is feasible is also desirable to ensure an adequate supply of water.

Local Conditions

Hoquiam is underlain by the Montesano Formation, which is sandstone overlain by siltstone. A review of "Investigation of the Groundwater of the Lower Chehalis Valley," by P. A. Eddy, Washington State, Water Supply Bulletin 30, 1966, and the well logs cited for the Hoquiam area show that all logs have clay from the surface to a depth of 70 feet at the shallowest and in places to a depth of 200 feet.

The hill areas of Hoquiam would have negligible value as recharge zones because of the clay layer. In the low lying floodplain area, all potential groundwater recharge drains into Grays Harbor. No drinking water from this area is withdrawn by wells.

Because of the geologic conditions of the area, the towns in the area depend upon surface water for their supply. The City of Hoquiam obtains its water from surface sources four miles north of the City and does not contain aquifer recharge areas within City limits.

The City owns two the watersheds and controls their use to protect the water supply and quality. The Davis Creek watershed is approximately three square miles, located in Sections 3, 4, 5 and 6. The West Fork watershed on the West Fork of the Hoquiam River is approximately 5 square miles in Sections 20, 21, 27, 28, 29, 30, 31, 32 and 33. Both areas are located in T18N, R10W.

The water supply is normally from surface water; however, in the summer during low precipitation, the surface water is due to recharging the streams from the groundwater of the Watershed.

Recommended Policies

- A. The City should continue to pursue strenuously all possible methods to have a safe and pure water supply by proper management of the watersheds from which Hoquiam obtains its water supply.
- B. Aquifer protection measures should not inhibit desirable development but rather be used as a positive factor to safeguard one of the City's vital assets - its plentiful and safe water supply.
- C. To ensure a safe supply of water, Hoquiam should develop an up-to-date Watershed Management Plan.
- D. Cooperation and coordination with the county should be pursued to ensure that the watershed is identified in their critical area designations.

FREQUENTLY FLOODED AREAS

For the purposes of classification, Frequently Flooded Areas are lands in the floodplain subject to a one percent or greater chance of flooding in any given year (the 100-year flood). These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands, and the like. (Definition, WAC 365-190-030)

Background

Two types of floods are basic to Washington Coastal areas experience: tidal and ravine flooding. Tidal flooding is affected by several factors: the still water level, which is the result of astronomical tide (caused by gravitational effects of the sun and moon), storm surge (the rise in water level due to wind and low atmospheric pressure), and wave setup (the buildup of water levels due to shoreward mass transport of the water).

Ravine Flooding in Coastal areas occurs principally in winter. Heavy rains with some snowmelt produce the highest runoff flows in the winter. Storms that bring heavy rains also produce storm surges; therefore, high river flows are held back by tides, producing the greatest flooding at river mouths. Areas of the county that

experience flooding caused by high river flows accompanied by high tides are also the most populated areas of the county.

Floodplains store floodwater, protect water quality, and are valuable for recreation, agriculture and wildlife habitat. Development on floodplains, however, can create problems. Reduced flood storage capacity caused by development can increase flooding on adjacent and downstream lands.

Most floodplains include a floodway and floodway fringe. The floodway is the river channel plus the adjacent area that will contain deep and fast-flowing water during a 100-year flood; the floodway fringe is characterized by shallower, slower flows during floods.

The National Flood Insurance Program was enacted by Congress in an effort to reduce losses from floods. Long-range objectives of the program are to end the costly and heavily exploited disaster relief programs and to objectively regulate building in flood hazard areas.

The State Department of Ecology works with local governments in implementing and administering the National Flood Insurance Program and other regulatory programs to reduce losses from floods. Through the Shoreline Management Act and floodplain management activities, the Department works to preserve floodwater storage features of floodplains, while allowing for the development of compatible uses.

Another potential source of flooding is from tsunamis. Earthquakes underwater can cause tsunamis, which are long-wavelength, long-period sea waves generated by the abrupt movement of large volumes of water. In the open ocean, distance between wave crests can be greater than 60 miles and the periods between crests can vary from 5 minutes to 1 hour. Tsunamis travel 350 to 500 miles per hour, depending on water depth. When the wave nears shore, and the water depth is less than one half the wave length, the wave increases in height and breaks.

Local Conditions

The floodplain along the Hoquiam River is almost frilly developed, containing the major portion of all commercial and residential facilities of the City and a large portion of the industrial facilities. The Central Business District of Hoquiam is included in the floodplain. Flood plains along the upper Hoquiam, Little Hoquiam, and East Fork of the Hoquiam Rivers contain scattered wood industry plants and pockets of residences.

Stream flow in the Chehalis River basin originates primarily from rainfall, although snowmelt occasionally contributes to the runoff. In general, all of the tributary rivers have steep gradients in their upper and middle reaches, the basins are long and narrow, and the soil in the headwater areas consists largely of relatively impervious rock. These characteristics produce rapid runoff during heavy, local rainfall resulting in peak flows being reached downstream in a relatively short period of time and a rapid recession of over bank flow after the rainfall stops.

Ravine flooding in Hoquiam occurs principally in the winter, often during spring tides. Heavy rains with some snowmelt produce the highest runoff flows in the winter. The storms that bring heavy rains also produce the storm surges; therefore, the high river flows are held back by tides, producing the greatest flooding at river mouths.

The Flood Insurance Study for Hoquiam conducted by the Corps of Engineers in 1978 indicated, “that ravine flooding was not significant compared with tidal flooding.” This study also concluded that “floodways are not appropriate in areas influenced by tidal flooding.” Therefore, no floodways were delineated.

Storm runoff flooding in the Hoquiam area also occurs due to interior storm water runoff. The storm water drainage system for the area consists of open ditches and culverts with storm water pumps. Since the peak astronomical tides for Grays Harbor coincide with the greatest threat of winter storm surge and rainfall, the combination of factors which might lead to flooding threatens every year between November and February. Storm drains become filled to overflowing when tide gates at the storm drain outfalls close due to high water levels or storm water flow exceeds pump capacity. During winter months standing water commonly occurs throughout the floodplain in ditches, low streets, and other low areas due to slow drainage from high tides and a high water table. Recent dredging of the Chehalis River as part of the “Deeper Draft” likely provided temporary relief from ravine floodwater extremes in Hoquiam.

The City of Hoquiam participates in the regular program of flood insurance of the Federal Emergency Management Agency (FEMA) by the regulation of zoning districts. The Flood Insurance Study was conducted in 1977 under the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. The study investigated flooding hazards in Hoquiam and is the basis for administration of the National Flood Insurance Act of 1968. This study is the basis of the flood insurance program administered by FEMA and is used to promote sound floodplain management. The goal of the City in its participation in flood control programs and identification of flood hazard areas is to promote sound floodplain management.

Designated flood hazard areas are identified on Map 4.4. The Flood Insurance Study done by the Corps of Engineers identified the 100-year flood elevation for Hoquiam (CUE, Hoquiam Flood Study, June 1979). The 100 year tidal elevation is 10 feet (N.G.V.D.).

Recommended Policy

Following are flood hazard area policies recommended for adoption:

- A. Continue participation in the Flood Insurance Program.
- B. Structural improvements should be clustered and located away from the flood prone portions of properties located within floodplains.
- C. Where possible, acquire undeveloped floodplain properties for open space purposes.
- D. ‘Care must be taken with construction of dikes, levees, and other flood control works to minimize damage to adjacent lowlands. Dikes need to be placed landward of lowlands such as swamps and marshes, so water can flow freely between the water body and the adjoining lowland. It is intended that dikes not impair the flow of either fresh or salt water into a salt water marsh. On meandering floodplains, dikes need to be placed tangent to the meanders and as far away as practical from the river, thereby providing useful recreation areas while containing the river during normal flood periods.
- E. Support continued maintenance of Deeper Draft shipping channel.

GEOLOGICALLY HAZARDOUS AREAS

Geologically hazardous areas are areas that, because of their susceptibility to erosion, sliding, earth quake, or other geological events, are not suited to siting commercial, residential, or industrial development consistent with public health or safety concerns. (Definition, WAC 365-1 90-03 0)

Three types of hazards are of concern in Hoquiam: Erosion, Landslide, and Seismic hazards. There is no information that would indicate a volcanic hazard, except from ash fall. This is a very generalized hazard and development regulations would not be able to provide protection.

The Department of Community Development (DCD) has established four categories for Geologically Hazardous Areas:

1. GHI Areas where adequate information indicates that no significant geological hazard is present or where it is judged there is little likelihood for its presence.
2. GH2 Areas where adequate information indicates that significant geological hazard is present or where it is judged there is a high likelihood for its presence.
3. GH3 Areas contain a geological hazard the significance of which cannot be determined from available data.
4. GH4 Areas where available information to evaluate a geological hazard is inadequate.

Some geological hazards can be reduced or mitigated by engineering, design, or modified construction so that risks to health and safety are acceptable. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas is best avoided.

Following is a rating system for describing the risk to development in geologically hazardous areas:

1. **Low Risk** -standard foundation systems and site preparation techniques are expected to result in an acceptable level of risk.
2. **Intermediate Risk** - standard foundation systems and site preparation techniques may be acceptable, but only with confirmation by a geotechnical report.
3. **High Risk** - standard foundation systems and site preparation techniques are unlikely to be acceptable. A geotechnical report would be required in these areas to provide recommendations of special foundation designs and site preparation techniques.

EROSION HAZARD AREAS

Erosion hazard areas are those areas containing soils which, according to the United States Department of Agriculture Soil Conservation Service Soil Classification System, may experience severe to very severe erosion. The soils occurring in Hoquiam are shown on Map 4.7.

Background

The capacity of soil to safely accommodate the burden of buildings and other improvements is limited. Naturally occurring characteristics of some soils, such as susceptibility to erosion, soil expansion, a high moisture content, and poor drainage ability, are physical limitations to development. Mitigation of such soil limitations is possible; however, the costs of mitigation frequently exceed the benefit of the improvement. Sometimes this cost-benefit disparity can become the dominant factor that prevents development of properties with severe soil limitations.

Urbanization usually heightens soil erosion problems because construction activities disturb the stability of erosive soils when vegetative support is removed. These problems generally increase as slope increases.

Also, the installation of impervious surfaces, such as asphalt and concrete, increases the volume and velocity of runoff water thereby increasing the erosion hazard.

As soil limitation, runoff is related to both erosion and drainage characteristics. Usually, soils susceptible to erosion experience excessive runoff while soils that drain well do not typically have runoff problems. Soils with severe runoff characteristics often present problems to the lands below them, which must accept and accommodate high velocity storm waters.

Local Conditions

The City of Hoquiam contains seven soils which, according to the “Soil Survey of Grays Harbor County Area, Pacific County, and Wahkiakum County, Washington, 1979,” may experience severe erosion hazards. These are listed in Exhibit 4.2 and their locations shown on Map 4.7.

Exhibit 4.2

37	Elochoman, silt loam	8-30% slope
46	Hoquiam, silt loam	8-30% slope
69	LaBar, silt loam	8-30% slope
163	Zenker, silt loam	8-30% slope
47	Hoquiam, silt loam	30-65% slope
164	Zenker, silt loam	30-65% slope
165	Zenker, silt loam	65-90% slope

Because of the detailed soil information available, these erosion hazard areas are classified as GH2 areas.

Recommended Policy

Following are erosion hazard area policies recommended to reduce erosion.

- A. Consider areas with slopes between 8% and 30% to be areas of low risk.
- B. Consider areas with slopes between 30% and 65% to be erosion hazard areas of intermediate risk, and areas with slopes between 65% and 90% to be erosion hazard areas of high risk. Require site preparation techniques that are appropriate to prevent or control erosion.
- C. Grading performed in high risk areas shall be designated as “engineered grading” as specified in Chapter 70 of the 1991 Uniform Building Code.
- D. Grading performed in areas of intermediate risk shall be designated as “engineered grading” as specified in Chapter 70 of the 1991 Uniform Building Code.
- E. To the extent possible, retain native ground cover to assure soil stability; vegetation that is removed should be replaced.

- F. Encourage the acquisition of properties which have severe soil limitations and which are not suitable for development for use as open space.

LANDSLIDE HAZARD AREA

Landslide hazard areas are areas potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. (Definition, WAC 365-190-030)

Background

Slope instability begins to be a probability where the land has a slope steeper than 15 percent or greater and the unconsolidated surface materials are underlain by an impervious layer of material, such as clay.

Several factors are responsible for contributing to landslide hazard conditions. Gravity is the driving force behind landslides. Groundwater is the lubrication and provides weight and pressure. The water pressure reduces the cohesion of the soil and increases the chance of sliding.

Many soils when combined with steep slopes are left in an unstable condition. When these unstable soils become saturated with water, they become much more likely to slide. When unconsolidated soils are underlain by or are interbedded with a highly impermeable soil formation such as clay, they become saturated during heavy rains because the water cannot rapidly seep into the underlying nonporous material. Unconsolidated soils, steep slopes, saturation of permeable soils above or beneath impermeable formations combine with gravitational forces to cause landslides.

Most landslides in western Washington occur after heavy rain has saturated the soil.

Human induced factors can also increase the likelihood of landslides. These actions include diversion of water from impervious areas, removal of vegetation, improperly placed and compacted fills, dumping of debris, added weight of buildings, road and utility cuts into hillsides, excavation for building sites, and failure of retaining walls. When such human activities are combined with the other factors mentioned, the potential for landslides increases.

Development on steep slopes can increase the cost of building road and utilities, may result in public expense to repair and maintain public facilities damaged by erosion and landslides, and can result in the need for emergency relief and rescue operations.

Local Conditions

Landslides in the Hoquiam area occur in the Montesano Formation which forms the hills of Hoquiam. It is composed of sandstone and siltstone which have in the upper portions layers of silt or clay that are less permeable and tend to be planes along which sliding takes place. The type of landslides which occur in Hoquiam are mainly debris avalanches, rapid, shallow, soil mass movements on steep hill slopes. They result from the sliding of soil along the surface of an underlying layer of bedrock or layer of higher strength, lower permeability strata.

The areas where landslides are likely in Hoquiam are shown on the accompanying Map 4.8 (U.S. Department of Agriculture, Soil Conservation Service report, Soil Survey of Grays Harbor County Area, Pacific County, and Wahkiakum County, Washington 1979).

Because of the information available, these landslide areas are considered to be GH2 areas.

Recommended Policy

Following are landslide hazard area policies recommended for adoption.

- A. Consider the areas of 65% --90% slope to be areas of high risk.
- B. Consider areas of 30% - 65% slope to be areas of intermediate risk.
- C. Grading performed in high risk areas shall be designated as “engineered grading” as specified in Chapter 70 of the 1994 Uniform Building Code.
- D. Grading performed in areas of intermediate risk shall be designated as “engineered grading” as specified in Chapter 70 of the 1994 Uniform Building Code.
- E. To the extent possible, retain native ground cover to assure soil stability; vegetation that is removed should be replaced.
- F. Encourage the acquisition of properties which have severe soil limitations and which are not suitable for development for use as open space.

SEISMIC HAZARD AREAS

Seismic hazard areas are areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, soil liquefaction, or surface faulting. (Definition, WAC 3 65-190-030)

Background

Seismic Hazards are caused by earthquakes, which are the shaking of the ground caused by an abrupt shift of rock along a fracture in the earth called a fault. An earthquake releases stress that has accumulated in the rock. When the stress is suddenly released, vibrations produce seismic waves. Several types of waves can produce ground motion.

Earthquakes can be measured in different ways. Magnitude is a number to indicate the size of an earthquake; it is calculated from the measure of amplitude of certain types of recorded waves. Intensity is the measure of the amount of ground shaking at a particular site.

The major cause of damage during earthquakes is ground shaking. The amount of shaking is controlled by: The magnitude of the earthquake, the distance to the earthquake location, the type of faulting, depth and type of material are important factors in determining the amount of ground shaking. For example, unconsolidated materials used as fill amplify ground motion. The shaking is also influenced by the thickness of the material and the surface of underlying rock such as a hill that can focus the waves.

Large earthquakes often cause the uplift or subsidence of large areas. The bays of the Washington Coast show repeated sequences of subsidence of between 3 to 6 feet.

Historically, the types of ground failures experienced in the past and expected in the future are landslides, soil liquefaction and differential compaction. Such failures can occur in combinations.

Soil liquefaction occurs in areas with a shallow water table when saturated sand or silt is shaken violently enough to rearrange its individual grains, and such rearrangement has a tendency to compact the deposit. If the intergranular water cannot escape fast enough to permit compaction, the load of the overlying material

and structures may be temporarily transferred from the grains of sand or silt to the water and the deposit becomes “quicksand.” The liquidated soil will no longer support the overlying structures and they settle.

Differential Compaction is often responsible for structural damage to buildings underlain by foundation materials that have different physical properties. Materials such as tide flat sediments, glacial outwash sands, dredged muck, sawdust, and building rubble will settle different amounts when shaken. This can cause damage not only to buildings but also to buried electrical, water, gas, and sewage lines.

Building damage depends on the frequency of ground motion. Damage can be particularly severe if the frequency of ground motion matches natural vibration frequencies of the structure. Tall buildings, bridges, and other large structures respond most to low frequency shaking while small structures respond most to high frequency shaking.

The shape of a building can often influence severity of damage during earthquakes. Buildings with a plan view shape of L or U often suffer more damage than a symmetrical building. The damage occurs because large stresses develop at the intersection between the building segments, which respond differently to ground vibrations of different frequencies and different directions of motion. A building with sections of different height or width may be damaged at certain points because each section will vibrate at its own natural frequency in response to ground shaking. Separate buildings that vibrate at different frequencies can damage each other if built closely together.

One of the most effective methods of minimizing seismic hazards to life and property is a disaster preparedness plan. Such a plan assigns specific responsibilities to various City officials should a significant earthquake occur. The plan also identifies particularly hazardous buildings so damage response teams know the location where casualties are most likely to occur. To be effective, it is important that such a plan be updated periodically to reflect current conditions and that it be publicized (Reference - Grays Harbor County, Emergency Services, Disaster Preparedness Operational Plan, 1990-1991).

Local Conditions

Hoquiam and the Washington Coast is located in what is termed a subduction zone; the ocean floor, called the Juan de Fuca Plate is sliding beneath the coast. These areas can have very large earthquakes with a magnitude of 8+ on the Richter scale. An earthquake of this magnitude has not occurred in this area within recorded history. However, geological evidence from buried tidal marshes along the coast indicate that large earthquakes may occur at intervals of 400-500 years. (Characteristics of Hypothetical Subduction Earthquakes in the Northwestern United States, Heaton, T and Hartzell, S. Bulletin of the Seismological Society of America, Vol. 76, No. 3, p.675-708, June 1986).

The type of earthquakes Hoquiam has experienced in its short history have been large Puget Sound earthquakes with magnitudes up to 6.5 (1965) to 7.5 (1949). The 6.5 earthquake is expected to recur about every 35 years, the 7.5 about every 110 years.

The 1949 earthquake in the Grays Harbor area caused one death, scores of chimneys to tumble to roof level, considerable damage to brick and masonry buildings, many broken windows, cracked sidewalks, and more than a dozen water main breaks.

Construction in Hoquiam is regulated by the Uniform Building Code, 1994. Under the code, construction must meet the requirements for Seismic Zone 3.

The areas of seismic hazards in Hoquiam are shown in Map 4.9. The areas of steep slope where earthquakes may cause landslides are already listed at GH2 areas under landslide hazards and will be considered the same for earthquake hazard. The area of the floodplain, largely composed of Udorthent type soils that may

be subject to liquefaction and differential settling, will be considered GH3 areas due to the lack of specific information.

Recommended Policy

Following are seismic hazard area policies recommended for adoption.

- A. The assignment of risk factors to seismic hazards should remain a function of the Uniform Building Code. The City has adopted the current 1994 version; and it is recommended that we adopt future versions as they become available.
- B. Minimize seismic hazard by maintaining up-to-date and well-publicized earthquake disaster emergency response measures.

FISH AND WILDLIFE HABITAT CONSERVATION AREAS

Fish and wildlife habitat conservation means land management for maintaining species in a wild state in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created. This does not mean maintaining all individuals of all species at all times, but it does mean cooperative and coordinated land use planning is critically important among counties and cities in a region. In some cases, intergovernmental cooperation and coordination may show that it is sufficient to assure that a species will usually be found in certain regions across the state.

Fish and wildlife habitat conservation areas include:

- 1. Priority habitats and species;
- 2. Shellfish tidelands;
- 3. Kelp and eelgrass beds;
- 4. Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat;
- 5. Waters of the state;
- 6. Lakes, ponds, streams, and rivers planted with game fish by a governmental or Tribal entity; or
- 7. State Natural Area Preserves and Natural Resource Conservation Areas.

Background

Some fish and wildlife are commercially valuable and all have value to the community in general for aesthetic, recreational, or cultural reasons. Because each fish and wildlife species is dependent on certain critical habitats during all or part of their lives, it is important to identify and conserve these habitats.

Fish and wildlife conservation areas may include a seasonal range or habitat element with which a given plant or animal species has an association. Alteration of these areas may reduce the likelihood that the species will survive or reproduce.

Local Conditions

Priority habitats and species were identified by the Department of Wildlife. Areas identified include: Peregrine Falcon wintering areas (Map 4.10) and waterfowl concentration areas (Map 4.11).

All “Waters of the State,” as defined in WAC 222.16.030, are important fish and wildlife habitat and are recognized as such by the City’s Shoreline Management Master Program.

The Grays Harbor estuary was studied in detail during development of the Grays Harbor Estuary Management Plan. These studies identified several areas of eelgrass shown on Map 4.12. There were no shellfish beds within the City limits of Hoquiam.

The Grays Harbor Estuary Management Plan (GHEMP) has been adopted as an amendment to Hoquiam’s Shoreline Management Master Program. GHEMP includes the City of Hoquiam’s water area in Planning Area III. This Planning Area considers this area to have some of the prime fish habitat of the estuary. Of particular importance is protection of fish and shellfish migration and feeding areas along the shoreline, north of the navigation channel. Additionally, the Rennie Island area serves as a potential location for future wildlife habitat development and enhancement *The island is an active disposal site for silt filtered out by G.H. Paper’s two water treatment plants associated with the Grays Harbor Paper mill. The water treatment plants are backflushed every 12—18 months to clear tire filters. Settling ponds on Rennie Island are used to clear the silt from this water.* Wildlife enhancement and settling pond use can be compatible. Vegetation in the Rennie Island area will be preserved consistent with Special Conditions cited for Management Unit 43.

Recommended Policies

- A. Integrate, to the extent possible, the protection of priority habitats and species with continued development of the Hoquiam urban area.
- B. Maintain suitable roosting sites in the Peregrine Falcon wintering areas on those sites that may have geological hazards that preclude development.
- C. Review shoreline permit applications for potential impacts to designated critical fish and wildlife habitat areas.
- D. Review SEPA checklists for potential impacts to critical fish and wildlife habitat areas.
- E. Consider the Rennie Island area for possible experimental wildlife and waterfowl habitat enhancement.

GRAYS HARBOR ESTUARY MANAGEMENT

The Grays Harbor Estuary Management Plan was adopted in Hoquiam in 1986 to establish a balance between the sometimes opposing needs to protect natural resources and to enable the continued development of communities. The Grays Harbor Estuary Management Plan does not create any new regulations or permit requirements. Instead, the plan seeks to coordinate existing regulations to increase planning and permit efficiency and predictability, and to lessen conflict.

The Grays Harbor Estuary Management Plan focuses development in certain areas of the Harbor. The City of Hoquiam is one of the areas designated for development.

The Grays Harbor Estuary Management Plan is organized in three levels: A goal, planning area policies, and management unit regulations. In addition to these three levels, there are overall policies that apply to all of Grays Harbor.

The Grays Harbor Estuary Management Plan Goal

The goal of the Grays Harbor Estuary Management Plan is to manage the harbor for multiple uses:

The goal is described on page 12 of the plan.

Planning Area III

The City of Hoquiam is within Planning Area III. Planning Area III is described on pages 36 through 38.

This planning area is designated as the central area for expansion of the Grays Harbor regional economy. The use of land and water in the area will be primarily for heavy industry. Generally, in-water and shorelines structures are allowed. In-water fills are allowed in accordance with specific management unit guidelines. The bankline will be highly altered in the eastern portion of Planning Area III. In the central portion of the area the bankline will be partially altered by upland development, but much of present bank configuration will remain unchanged. Guidelines recognize that this planning area contains important fish habitat and seeks to protect fish feeding and migration areas along the shore.

Management Units 12,14 and 15

Management Unit 14 and part of Management Unit 15 are within the City of Hoquiam. Bowerman Field and Bowerman Basin immediately west of Hoquiam is within Management Unit 12.

Management Unit 12

Management Unit 12 is classified as a Special Management Unit. Management Unit 12 would allow redevelopment of Bowerman Field for water-dependent, industrial uses, allow filling an area of 164 acres west of the peninsula, and allow for a potential fill of up to 305 acres either west of the 164 acre fill or in other areas of the inner harbor. The majority of Bowerman Basin will not be filled and will be protected for wildlife habitat. The channel side of the peninsula will be protected for fish and shellfish migration by allowing, but limiting, the number of “T” docks to be constructed to serve upland development. The east boundary of Management Unit 12 is the Hoquiam City limits line. Management Unit 12 is described on pages 63 through 70 of the Grays Harbor Estuary Management Plan.

Management Unit 14

Management Unit 14 runs along the Harbor from the west Hoquiam City limits line east to Adams Street. Management Unit 14 is designated as Urban Development. The uplands in this management unit will be developed extensively for industrial uses. A limited number of “T” docks will be allowed from the existing uplands to the navigation channel. Limited in-water fills will be allowed where needed for the docks. Other in-water fills will not be allowed in this unit. The in-water areas along the shoreline in this unit will be protected for fish and shellfish habitat, but docks and bankline erosion control will be allowed.

Management Unit 14 places a ten year moratorium on development of the City of Hoquiam’s 42 acre site west of Paulson Road. After ten years, the Estuary Management Task Force will decide to extend the moratorium or allow the phased filling of the 42 acres under certain conditions. Management Unit 14 is described on pages 71 and 72 of the Grays Harbor Estuary Management Plan.

Management Unit 15

Management Unit 15 runs along the Harbor from Adams Street east to the east Hoquiam City limits line and then into Aberdeen. Management Unit 15 is designated as Urban Development. This is also a principal area for industrial expansion in the Harbor. In-water fills are allowed subject to certain conditions. Some fills will require the development of replacement, habitat as mitigation. It is expected the shoreline will be

extensively modified by fills, bankline protection, bankline straightening, piers, and docks. Management Unit 15 is described on pages 73 and 74 of the Grays Harbor Estuary Management Plan.

General Estuary Management Policies

The portion of Grays Harbor below the line of ordinary high water is within Management Unit 44. This is a special multiple use designation that allows water-dependent and water-related uses under certain conditions. This management unit is described on pages 112 and 113.

Policies describing the purpose of the various management units, including the Urban Development and Conservancy Managed designations in the City of Hoquiam, can be found on pages 22 and 23.

Policies on Bankline Erosion Control can be found on page 24; Policies on Bankline Straightening can be found on page 25. Log rafting is allowed in certain areas of Grays Harbor within Hoquiam and is discussed on page 26. The areas in which log rafting is allowed are shown on a map on page A-I. Note that the plan provides no limitation on log rafting upriver from the Burlington Northern Railroad Bridge over the Hoquiam River because this area is outside the Grays Harbor Estuary Management Plan study area.

Policies on Mitigation for development projects are provided on pages 26 through 29 of the Grays Harbor Estuary Management Plan. All projects must take steps to lessen potential environmental impacts, referred to in the policies as levels I through P/ mitigation. Certain projects must do level V mitigation which involves replacing habitat or providing substitute habitats. Level V mitigation is necessary where required by the plan, where required by a plan amendment, or where significant new information is found that would have changed the original decision.

On page 114, the Standard Use Table lists uses that are considered appropriate or inappropriate within the various management unit categories.

The written commitments of state and federal agencies to use the Grays Harbor Estuary Management Plan are described in the letters of intent in Appendix C.

GLOSSARY

Aquifer-	A saturated permeable geologic unit (body of rock) that transmits groundwater in usable quantities to wells.
Criteria-	Technical requirements upon which a judgment or decision may be based.
DCD-	Department of Community Development, Growth Management Division.
Estuarine-	Saltwater areas affected by freshwater.
GMA-	Growth Management Act of 1990.
GMA II-	Growth Management Act Amendments of 1991, ESHB 1025.
Habitat-	The particular location where a plant or animal normally grows or lives.
Hydric soil-	Soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic (oxygen deficient) conditions in the upper part.
Palustrine-	Freshwater areas dominated by trees, shrubs, persistent emergents, mosses, or lichens.
Riverine-	Freshwater areas that are contained within a channel and which are not dominated by trees, shrubs, and persistent emergents.
Seismic hazard-	A hazard related to earthquakes.
Slope-	
Water table-	The zone of saturation at the highest average depth during the wettest season; it is at least six inches thick and persists in the soil for more than a few weeks.
Wetlands-	As use herein, areas that under normal circumstances have hydrophytic vegetation, hydric soils and wetland hydrology. (See regulatory definition on page 10.)

Chapter 5

INDUSTRIAL ELEMENT

Introduction

The Industrial Site Analysis section of the study identifies and evaluates potential industrial and business park sites within the City and areas immediately adjacent to the corporate limits. Areas identified were evaluated in terms of not only development of vacant sites, but also redevelopment opportunities and possible expansion of existing businesses.

This site analysis also examines the availability and general characteristics of potential industrial and business park sites on a countywide basis. It is important to evaluate Hoquiam's industrial and business park development potential within the context of the countywide potential to attract and support business development.

It is intended, by preparing our Comprehensive Plan, that we place the City in a more favorable position with regard to its attractiveness to business expansion and recruitment. More specifically, this report aims to accomplish the following three primary objectives:

- ❖ To identify a preferred site or area for promoting industrial development and targeting public investment to help facilitate such development in Hoquiam.
- ❖ To identify target industries for the City of Hoquiam, establish a coordinated marketing program, and identify the City's role in this program.
- ❖ To fill gaps in existing information about infrastructure availability and environmental conditions associated with industrial property as well as estimated development costs for businesses that wish to expand or locate in the area.

INDUSTRIAL LAND IN GRAYS HARBOR COUNTY

In terms of undeveloped land zoned for industrial development Grays Harbor County could support a tremendous amount of employment growth. According to the Draft Environmental Impact Statement prepared for the Grays Harbor County Industrial Lands Study in 1989, there was a little over 4,000 acres of undeveloped, industrially zoned land in the unincorporated areas of the County. Of this, it is estimated that approximately 1,000 acres are wetlands bringing the net developable acreage closer to 3,000 acres.

To gain an understanding of the development potential this represents we can consider the following hypothetical set of conditions. If the average annual rate of absorption were 100 acres for industrial development, this land supply could provide for the next 30 years of industrial expansion. Further, if each acre supported an average of 10 jobs, full development would result in 30,000 new jobs, not including additional jobs created for each new industry-based job.

Of course, just because land has been zoned for industrial development, it does not necessarily mean it holds attractiveness for development. Most of the land zoned for industrial development is also outside of

existing utility service areas. Therefore, the feasibility of service extensions to each site is dependent upon capital investment and/or the capacity of existing utility facilities. Some sites are located within a designated 100-year floodplain. This condition can be a deterrent to private investment, particularly in light of recent flood events in the Midwestern United States.

In addition to industrially-zoned land in unincorporated areas, most of the cities and towns have lands designated for industrial use, further expanding development potential. Below opportunities for industrial development in the incorporated areas are summarized.

Aberdeen

Industrially-zoned land in Aberdeen lines both sides of the Chehalis River. Aside from the Port of Grays Harbor industrial park property the City of Aberdeen has little land available and/or suitable for industrial development. According to the City's Planning Department staff, land currently zoned for industrial development is either built out or has significant environmental issues, such as wetland designation, which limit future development potential. According to staff, Aberdeen's business development potential lies more in "back office" and retail expansion outside of opportunities presented by Port facilities.

Cosmopolis

Industrial land in Cosmopolis is primarily, if not exclusively, owned by the Weyerhaeuser Company. An additional 470 acres of Weyerhaeuser holdings extend to the east, beyond City limits. All of this industrial property fronts on the Chehalis River and is located within the 100-year floodplain. The City has a part time building official and no planning staff, and it does not appear that the City has any specific plans to promote future industrial development. Future industrial development potential in and around Cosmopolis is dependent upon the future plans of the Weyerhaeuser Company.

Elma

Industrially zoned land in the City of Elma is located south of the US 12/SR 8 right-of-way and is mostly developed. Morton International, a chemical plant with an \$18 million expansion, occupies the largest site currently underway. The Don Beamish lumber mill occupies the other large parcel. Only limited potential for industrial expansion exists within the current City limits.

However, industrial development opportunities are being created just outside City limits at the NDC timber site. This site is just under 200 acres and lies north of US 12 and east of Schouweiler Road. Water and electricity are available to the site. Grays Harbor County obtained a CERB loan to construct infrastructure improvements for 25 acres of the overall site. Improvements consist of approximately 1,400 feet of new county roadway, 2,000 feet of new water line, and extension of three-phased power to the site. Anticipated future development at the site is light industrial with no specific industries currently targeted. Property owners are working with the EDC and the Port of Grays Harbor to market the site.

Issues to overcome in development of the remainder of the 200 acre site are: location within the 100 year floodplain of the Chehalis River, mitigation of potential impacts to Vance Creek which traverses the site, and mitigation of potential impacts on adjacent residential areas in the City of Elma.

Additional light industrial development activity in the Elma Area includes the location of a new business, the Great American Herb Company, at Heise Road and US 12. The company occupies a 34,000 square foot building and employs 100 people.

McCleary

McCleary, like Elma, is located in the eastern portion of the county and adjacent to the SR 8/US 12 Corridor, making for convenient access to the 1-5 corridor. The Simpson Door plant is the City's biggest industrial entity, employing 300 to 400 people. The City recently annexed 400 acres, which increased the size of the City by approximately 30 percent. This area is designated for industrial development and is largely vacant. The Burlington Northern Railroad runs diagonally from northeast to southwest across the site. The site is also convenient to SR 8. Truck access to the site is by roads also serving residential areas. Perhaps the biggest limitation with the industrial property in McCleary is that the City's sewer treatment facility is currently operating at capacity with no short term plans to upgrade the facility.

Montesano

Montesano has limited short-term industrial development potential based upon available land. The City's building official estimates there are approximately 50 acres of land zoned for industrial development, which is located entirely within the 100-year floodplain. East of the City limits, the Vaughn Company (manufactures chopper pumps) occupies an approximate 15-acre site adjacent to US 12. Additional industrial lands in the vicinity of the Vaughn Company site are small in size, approximately 5 acres, and without services.

Ocean Shores

Ocean Shores does not have any industrial-zoned land. Their C-2 commercial zoning district does allow for some light industrial uses and outdoor storages. However, the Ocean Shores community is primarily oriented to tourism and the second-home market. Business promotional activity is focused more toward businesses that are compatible with and supportive of tourism, such as a theater, outlet mall or aquarium.

Westport

Industrial and business development opportunities in Westport are centered on the Westport Marina. The Westport Marina is owned and operated by the Port of Grays Harbor. (See discussion of Port Facilities below.)

Port of Grays Harbor

The Port of Grays Harbor owns and operates facilities in Aberdeen, Hoquiam, and Westport. These facilities include the Port's marine terminals in Aberdeen, Bowerman Field Airport west of Hoquiam, and the Westport Marina.

The Port has owned and operated the Westport Marina since 1929. It is the largest coastal marina in the Pacific Northwest and is home to Washington's largest charter fishing fleet. Westport Marina offers 687 moorage berths for vessels of up to 250 feet in length. Current tenants leasing port properties include seafood processors, commercial seafood sales, and the Rust Brothers boat building company. The Port owns an adjacent 395 acres, of land available for recreational, commercial, and industrial development.

The Port's marine terminal at Aberdeen is served by both Burlington Northern and Union Pacific railroads, and has both barge facilities and deepwater berths. Warehouse space and fenced cargo yards are available. The marine terminal area is also located within a Foreign Trade Zone, including the storage and warehouse facilities.

West of the marine terminal, the Port owns an approximate 45 acre site in Hoquiam at the mouth of the Hoquiam River. The terms of the Port's purchase agreement stipulate that development of the property be limited to water dependent activities such as a shipyard or marina.

Satsop Nuclear Power Plant

The Satsop Nuclear Power Plant site represents additional potential for industrial park development in Grays Harbor County. The power plant was never activated but buildings suitable for industrial users and infrastructure are in place. The Grays Harbor Regional Planning Commission is currently conducting a

feasibility study to determine potential uses for the site. The site may also be utilized for something other than industry. Potential uses that have been suggested include residential, retail, tourist and recreation, correctional facility, and alternative source power plant.

INDUSTRIAL LAND IN THE CITY OF HOQUIAM

The City of Hoquiam has approximately 1,000 acres designated for industrial use within its City limits. An additional 100 acres designated for industrial use are located just north of the City limits on Highway 101. Of the 1,000 acres within the City limits, the 1989 Industrial Lands Study EIS stated that approximately 250 acres were vacant at the time of the study.

Hoquiam's industrially zoned areas all share in common a waterfront location - either on the Hoquiam River or on Grays Harbor. Each site also is characterized by a history of wood products industrial land use. As necessitated by the industry, these sites are fairly large and have waterfront access. Some of these facilities are still operational, but at a reduced scale of activity; and some are vacated facilities.

In identifying the most appropriate areas for future industrial development, the investigation focused on sites already within City limits and zoned for such use. One reason for this is the City is fairly well built out, so there is limited opportunity to convert other land areas to industrial use. Also, a need for land for future residential and commercial development exists, so any conversion of land from non-industrial to industrial use would limit future opportunity for residential and commercial development.

One site just outside current City limits was evaluated. This site is already served by City of Hoquiam water and sewer, and could potentially be annexed at a future date.

Altogether, six sites were evaluated, delineated on Exhibit 3.1. The accuracy of the site evaluation methodology is contingent, in part, upon the accuracy of the information available and supplied for review. In addition to field observation, information provided by the City and County related to zoning, land use, utilities, streets, environmental conditions, and ownership were consulted.

An information sheet for each site summarizes its characteristics. All sites were also evaluated in comparison to one another; evaluation scores for each site are presented in a matrix (Exhibit 3.1). The matrix is a tool from which general comparisons can be made of all the sites. However, the matrix is not the only evaluation tool, as it assumes all evaluation criteria have equal weight. Therefore, the site ultimately selected for further evaluation is not necessarily always the highest scoring site.

EVALUATION CRITERIA

Specific site selection criteria were utilized to evaluate each location. The characteristics identified for site selection criteria were factors determined important for a successful industrial or business park. Visibility, access, zoning/land use, utility availability, and slope and drainage/flood problems were the major factors used. Each factor was given a value according to its quality and availability at a given location, as follows:

“Best” = 4.
“Good” = 3;
“Moderate” = 2; and
“Poor” = 1.

These values were used in a matrix form to rank the quality and/or availability of each selection criteria at independent locations. By assigning a value, then adding these values, the composite total produces an initial score by site. A high composite score indicates desirable sites given the criteria evaluated. Some sites

rank higher in certain categories, but lower in others. However, it should be kept in mind that the composite score generalizes the importance of each selection criteria as having an equal value, and so further evaluation may result in selection of the preferred site for detailed study, which is not necessarily the top scoring site in this evaluation.

Definitions - The Site Evaluation Criteria

1. **Visibility** - Highway visibility is important for marketing image and identity. The visibility range is measured as follows:

“Best” - Visibility from the interstate highway system;

“Good” - Visibility from major arterial streets;

“Moderate” .. Limited visibility or street frontage along an existing arterial street; and

“Poor” - Visibility poor due to limited street frontage.

2. **Vehicular Access** - Accessibility to potential industrial park sites is extremely important since most delivery and reception of goods is by common carrier. Each site is given a vehicular access range as follows:

“Best” - The site is adjacent to an Interstate Highway;

“Good” - The site is near the interstate system (within one mile via a major arterial street);

“Moderate” - The site is near a major arterial street, but with no direct access and/or is beyond one mile of the interstate system; and

“Poor” - The site has only indirect or no access to an arterial street.

3. **Multi-Modal Access** - ‘While multi-modal accessibility is not usually required, increased visibility or accessibility generally improves marketability of a site. Rail, air service, and water accessibility are considered in this study. The scores are given as follows:

“Best” - Indicates a site immediately adjacent to one or more additional modes of transportation with “good” to “best” vehicular access;

“Good” - Indicates a site within “good” access to one or more additional modes of transportation; and

“Moderate to Poor” - Additional transportation modes nearby, but requires major transportation-related improvements in order to provide convenient access, or no convenient access to additional modes of transportation.

4. **Compatible Land Use and Zoning** - Sites that are currently zoned appropriately are more appealing to potential developers. However, reclassification of a zoning designation may be feasible in cases where compatible land uses exist on adjacent properties and reclassification will produce minimal or no negative impact on the community.

“Best” - Entire site is currently zoned for industrial/business park use, existing development is compatible with industrial use, and site is well buffered from residential areas;

“Good” - Site is zoned for industrial/business park use, existing development is compatible with industrial use, but adjacent land use is not compatible;

“Moderate” - Site is zoned for industrial/business park use, but adjacent properties have incompatible land uses, and existing land uses on site are incompatible; and

“Poor” - Site is not zoned for industrial/business park use and is not directly adjacent to like uses and/or have incompatible land uses adjacent to site.

5. **Utilities** - For this study, water, sanitary sewer, electricity, and gas are considered utilities. Utility scores are given as follows:

“Best” - Requires services to be constructed within a portion of the site;

“Good” - Requires utilities be located adjacent to the site with only extensions to areas within the site; and

“Moderate” to “Poor” - Requires a utility extension of relatively long distances, upsizing of existing lines, and/or extension of major trunk lines.

6. **Known Environmental Limitations** - This category addressed environmental constraints such as slope and drainage, floodplain designation, and wetland designation. Most industrial areas within Hoquiam are generally within the 0-5 percent slope category. Average rainfall in Hoquiam is approximately 60 inches per year, so storm water management is an important issue. The impact of flooding on a site can in some cases totally prohibit development. Excessive costs involved to control the flooding of a site or the costs to bring a site out of or above the flood level may prohibit development feasibility.

Typically, in a site evaluation such as this, property in or near a designated floodplain would be eliminated from consideration. However, since most of the land identified as suitable for potential industrial/business park development in and around Hoquiam is in or near a designated floodplain, and some sites have been successfully developed within the floodplain or have mitigated the flood problem through engineering, sites in or near the floodplain were not deleted from this study. Ratings are as follows:

“Best” - Site lies completely outside the designated 100 year floodplain;

“Good” - Site lies completely outside the designated 100-year floodplain, but abuts a designated floodplain;

“Moderate” - Site is partially designated floodplain and/or has a designated wetland or other body of water on the site; and

“Poor” - Site is primarily or completely within the designated 100-year floodplain.

HOQUIAM INDUSTRIAL SITE FEASIBILITY STUDY SITE EVALUATION INFORMATION SHEET

SITE: A

Site Location:	Just north of the Hoquiam city limits, fronting on the West Branch of the Hoquiam River and Highway 101.
Total Site Area:	Approximately 115 acres.
Parcel Sizes:	Approximately 2 to 10 acres.
Zoning:	Zoned Industrial per Grays Harbor County zoning.
Existing Land Use:	Mayr Bros. Lumber mill and log storage, auto wrecking, and some vacant.
Adjacent Land Use/Zoning:	Site is fairly well buffered by Highway 101 and the Hoquiam River, adjacent sites are primarily vacant. Some highway oriented uses north of site.
Visibility:	Site is directly visible from Highway 101.
Utilities:	The City of Hoquiam has extended water and sewer service to the site.
Vehicular Access:	Direct access from Highway 101.
Multi-Modal Access:	Site is not served by nor near alternative transportation modes.
Environmental Limitations:	Site is almost entirely within the 100-year floodplain of the Hoquiam River.

Site Advantages and Disadvantages

This site's primary advantage is its direct access from Highway 101. It is currently outside of the City boundaries, therefore development would not immediately benefit the City in terms of tax revenues, It is being evaluated for potential annexation. Other considerations with this site are its location within the 100-year floodplain and existing land uses which currently cover a large portion of the site.

HOQUIAM INDUSTRIAL SITE FEASIBILITY STUDY SITE EVALUATION INFORMATION SHEET

SITE: B

Site Location:	East of the East Branch of the Hoquiam River and west of Broadway Avenue and the Woodlawn neighborhood.
Total Site Area:	Approximately 58 acres.
Parcel Sizes:	Approximately 5 acres.
Zoning:	Heavy Industrial.
Existing Land Use:	Hoquiam Plywood Company, Inc., Gra3's Harbor Veneer, approximately 1/3 vacant.
Adjacent Land Use/Zoning:	Riverfront to the west, residential to the east.
Visibility:	Site is removed from major highway routes. It is not readily visible from Broadway Avenue, since it is screened from view by residential neighborhood.
Utilities:	Sewer service is available, adequate water flow to the site is questionable. There is currently only one waterline crossing the Hoquiam River to serve the site.
Vehicular Access:	Broadway Avenue is the designated truck route serving the site. Vehicles must travel north on this road approximately 2 miles from the main highway. The road is fairly steep in sections and also serves a growing residential community.
Multi-Modal Access:	Site once had rail service. Railroad right-of-way passes through residential neighborhoods.
Environmental Limitations:	Most of site is located within the 100-year floodplain of the Hoquiam River.

Site Advantages and Disadvantages

This site's location removed from the main highway and proximate to an expanding residential area would appear to limit its long term viability as an industrial site. This site should be evaluated as part of the City's comprehensive planning process for alternative uses more compatible with a growing residential area.

**HOQUIAM INDUSTRIAL SITE FEASIBILITY STUDY
SITE EVALUATION INFORMATION SHEET**

SITE: C

Site Location:	West of the Hoquiam River and east of older residential neighborhoods.
Total Site Area:	Approximately 95 acres.
Parcel Sizes:	Approximately 10 to 20 acres.
Zoning:	Heavy Industrial.
Existing Land Use:	Hoquiam Boat Shop, trucking company, Major Line Cabinets, log chipping plant, seafood processing and vacant.
Adjacent Land Use/Zoning:	Riverfront to the east and existing residential neighborhoods to the west.
Visibility:	Site is not readily visible from the Highway 101 Corridor.
Utilities:	Served by water and sanitary sewer.
Vehicular Access:	Vehicular access routes pass through residential areas.
Multi-Modal Access:	Old railroad right-of-way passes by the central portion of the site. Future rail service to the area is in question.
Environmental Limitations:	Northern 1/3 and southern 1/3 of site are located within the designated 100-year floodplain. Hydric soils have been identified in the northern most portion of the site just west of the Hoquiam Boat Shop facilities.

Site Advantages and Disadvantages

This site is similar in character to Site B although possibly not quite as constrained by environmental issues. This site has better access than B, but further development of the area with truck-dependent uses will further impact the residential areas adjacent to the site. Like Site B, this site should be carefully evaluated in the City’s comprehensive plan process for other viable land uses from a longer term planning perspective.

**HOQUIAM INDUSTRIAL SITE FEASIBILITY STUDY
SITE EVALUATION INFORMATION SHEET**

SITE: D

Site Location:	Southwest of Downtown Hoquiam, south of Burlington Northern Railroad, north of Moon Island Road and east of Bowerman Field. Also known as the 5th Street Extension area.
Total Site Area:	Approximately 275 acres.

Parcel Sizes:	Less than one acre to approximately 100 acres.
Zoning:	Heavy Industrial.
Existing Land Use:	Shake mills, lumberyard, lumber mill, manufacturing, auto repair, paint shop, junkyard and vacant.
Adjacent Land Use/Zoning:	Vacant, airport, residential neighborhood on north side of BN Railroad tracks.
Visibility:	Site is not directly visible from main highway. It is directly visible from major access roadways. Railroad right-of-way effectively screens site from residential neighborhood to the north.
Utilities:	Water is available. Sanitary sewer service to one parcel currently. Sanitary sewer needs to be extended to serve the site.
Vehicular Access-	Truck routes are designated from the 101 Corridor through Downtown Hoquiam along 5th and 8th Streets. Direct access to site is from Moon Island Road, and Paulson Road.
Multi-Modal Access:	Old rail lines are located on site. Future rail service is in question. Site is also adjacent from the Bowerman Field airport facility and there is a dock facility just south of the site providing access to Grays Harbor.
Environmental Limitations-	Central portion of the site is designated as forested uplands and its develop ability is in question.

Site Advantages and Disadvantages

Site location proximate to the airport and Port of Grays Harbor property is an advantage. Site is also large with significant redevelopment potential. Site is naturally buffered from residential neighborhoods. Although access to the site currently transverses the downtown area, future realignment of the 101 Corridor could bring the corridor adjacent to the site, serving to connect it with other industrial facilities to the east.

HOQUIAM INDUSTRIAL SITE FEASIBILITY STUDY SITE EVALUATION INFORMATION SHEET

SITE: E

Site Location:	Fronting on Grays Harbor and running westward from the mouth of the Hoquiam River. Downtown Hoquiam is to the north.
Total Site Area:	Approximately 250 acres.
Parcel Sizes:	Approximately 5 to 25 acres.

Zoning:	Heavy Industrial and a small portion of Commercial Industrial at the mouth of the Hoquiam River.
Existing Land Use:	Wood products manufacturing, log storage, vacant.
Adjacent Land Use/Zoning:	Downtown commercial area north of the rail road right-of- way. Similar industrial land uses to the west.
Visibility:	Site is not visible from major highway. Portions of site are visible from access roadways (Industrial Way).
Utilities:	Water and Sanitary Sewer are available to the site, but must be extended to serve the interior of the site.
Vehicular Access:	Truck routes are the same as for Site D .5th and 8th Streets, and pass through the Downtown area.
Multi-Modal Access:	Railroad right-of-way and an abandoned depot are located just north of the site. The future availability of rail service is in question. Site is convenient to the Bowerman Field Airport and has potential for water access but no existing dock facilities.
Environmental Limitations:	The waterfront area is an important habitat for migrating fish and birds. Hydric soils have been identified on the site. The large vacant site at the mouth of the Hoquiam River is owned by the Port of Grays Harbor and can be developed only for water-dependent uses.

Site Advantages and Disadvantages

Site has good long-term potential with proximity to the Airport and Port facilities. Site could also take advantage of a realigned 101 Corridor. Port ownership limits tax generation opportunities to the City of Hoquiam.

**HOQUIAM INDUSTRIAL SITE FEASIBILITY STUDY
SITE EVALUATION INFORMATION SHEET**

SITE: F

Site Location:	East of the mouth of the Hoquiam River north of Grays Harbor, west of the City limits and south of Bay Avenue.
Total Site Area:	Approximately 200 acres.
Parcel Sizes:	Less than 1 acre to approximately 10 acres.
Zoning:	Heavy Industrial and Commercial Industrial.
Existing Land Use:	Chemical plant, paper company, log storage and a miscellaneous industrial users, and vacant.

Adjacent Land Use/Zoning: Adjacent land uses to the north of the site are primarily commercial with some older residences mixed in.

Visibility: Site is not directly visible from highway, but is visible from major access roadways.

Utilities: City water and sewer are currently available to the site.

Vehicular Access: Vehicular access to the site is available on designated truck routes. Truck routes do pass through some residential areas.

Multi-Modal Access: Rail and water transportation facilities are available to this site. Part of the site is controlled by the Port of Grays Harbor and their marine terminal facilities are available to serve the site.

Environmental Limitations: Waterfront area has been designated as an important habitat for migratory fish and shellfish. Portions of the shoreline are within a designated 100-year floodplain.

Site Advantages and Disadvantages

This site’s primary advantages are its accessibility to the marine terminal facilities of the Port of Grays Harbor. It is reasonably accessible to the 101 Corridor. More fully developed than other industrial sites, there is less potential for infill development.

SITE EVALUATION MATRIX

SELECTON CRITERIA

Site#	Visibility	Vehicular Access	Multi-Modal Access	Zoning/Compatible Land Use	Utilities	Known Environmental Limitation	Approx. Acreage	Composite Total
A	4	4	1	4	4	1	115	18
B	1	3	1	2	2	1	58	10
C	1	2	2	2	3	2	95	12
D	3	3	4	4	2	2	275	18
E	2	3	3	3	2	2	250	15
F	3	3	4	3	4	2	200	19

Legend 4= Best 3= Good 2= Moderate 1= Poor

CHAPTER SUMMARY

Countywide Industrial Development Potential

The cities of Aberdeen (exclusive of Port properties), Cosmopolis, McCleary, Montesano, and Ocean Shores have limited short-term potential for industrial land development. Montesano and Ocean Shores have little available land designated for industrial use. Although Aberdeen, Cosmopolis, and McCleary have large tracts of land zoned for industrial development, there are environmental and/or utility limitations, which limit short-term and perhaps long-term development potential. Typical circumstances include location within a designated floodplain and lack of water and/or sewer capacity to support industrial development.

Most likely sites for industrial development in Grays Harbor County, outside of Hoquiam, are Port of Grays Harbor sites and the Elma area. A 25-acre site just outside the Elma City limits is currently being improved with utility extensions and roadways (funded through a CERB loan). The property owners are working with the EDC and Port of Grays Harbor to market the property.

City of Hoquiam Industrial Development Potential

As a result of the citywide site evaluation, site D was ultimately selected for detailed analysis and site development strategy. While each of the six sites had advantages and disadvantages for future long-term industrial development, Site D appears to have the best potential in terms of long-term return on investment, from a public investment perspective.

Site A is located outside current City limits, and therefore further development does not have a direct tax-generating advantage for the City. (The City is considering this area for annexation, and it should be considered for its longer-term development potential.) Sites A, B and C all have Hoquiam River frontage and are potentially impacted by flood events. Sites B and C are directly adjacent to residential areas, and their long term viability as industrial areas should be further evaluated as part of the City's upcoming Comprehensive Plan process. Finally, while sites Sand F share many of the locational advantages of site D, they are primarily controlled by the Port of Grays Harbor and consequently also have little direct tax generation benefit to the City. Sites E and F, also adjacent to and partially within the study area, are considered by the City's Downtown Waterfront Redevelopment Plan (1986). This plan suggests tourism and recreation activities be incorporated in future development plans. For this reason, these sites should also be carefully reviewed in the City's Comprehensive Plan process.

While Site D is the preferred site, it is not without its limitations. The potential realignment of the 101 Corridor through Aberdeen and Hoquiam may pose both advantages and difficulties depending upon the alignment ultimately selected. Site accessibility and developable land area are questions which will need to be resolved. There are also questions as to the degree to which the site may be constrained by existing wetlands need to be addressed. Thirdly, environmental cleanup activities are underway on a portion of the site. This third issue would likely present itself with any of the City's industrial sites due to similar historical uses associated with all the City's industrially-zoned properties.

Advantages associated with Site D are its large size (roughly 275 acres); its location relative to Port of Grays Harbor controlled sites and facilities including Bowerman Airfield and Grays Harbor port facilities; and an existing business base which is positione for expansion with improvements associated with btusiness recruitment. The site's proximity to Port facilities also poses strategic marketing and iage development opportunities. Finally, Site D does not share the disadvantages of other sites. It is not immediately threatened by potential flood events and is well buffered from adjacent residential neighborhoods.

GOALS, OBJECTIVES, AND POLICIES

A. Retain and Expand Existing Industries

Goal Number 1

Encourage the retention and expansion of existing industrial firms.

Objective:

I.A Areas designated industrial should provide for the expansion of existing businesses in addition to providing location for new firms.

Policies

I .A. I. Areas should be provided to enable the expansion of existing industries where consistent with other policies.

I .A.2. As demand for industrial land approaches the capacity of available lands in designated industrial areas, these areas should be expanded or new areas designated.

1.A.3. Businesses which existed prior to zoning and are not located in industrial zoning districts should be allowed to change use or to expand provided:

- A. any increased or intensified detrimental impacts should be mitigated,
- B. changes or expansions comply with performance standards; and
- C. the change does not result in a formerly small operation dominating the vicinity.

B. New Industrial Development

Goal Number 2:

Encourage the development of new industrial uses in appropriate areas to increase Hoquiam's economic diversity.

Objective:

2.A. Industrial land should be designated to meet current and potential needs.

Policies:

2.A. I. Development trends should be monitored to ensure industrial area will be available over time.

2.A.2. Industrial land use designations should be evaluated to assure industrial lands are available for both short- and long-term needs.

2.A.3. Efforts should be made to coordinate industrial land use planning and development with neighboring jurisdictions.

2.A.4. Areas designated industrial generally should be large enough to accommodate a number of industrial uses in clusters so the area may be developed in a coordinated fashion and with a variety of parcel sizes.

Objective:

2.B. To encourage industrial firms to locate and expand in Hoquiam in order to fully use the City's industrial land base, diversify the economic base, generate income and create jobs.

Policies:

- 2.B.1 Industrial land use planning and zoning designations should provide for the types and locations of land required by those industries identified for local emphasis in adopted economic development plans.
- 2.B.2 To encourage and assist firms in obtaining state and federal finance and incentive programs when locating and/or expanding in Hoquiam.

Variety and Segmentation of Industrial Designations

Goal Number 3:

To develop a land use pattern which provides opportunities for a variety of industrial uses.

Objective:

- 3.A. Areas should be provided for the establishment of new businesses which diversify the economy.

Policies:

- 3.A.I. Increased economic diversity should be encouraged by allowing a wide variety of industrial uses.
- 3.A.2. Zoning districts should have a clearly defined purpose and designate areas for industrial activities that can be grouped into similar classes of uses.
- 3.A.3 Manufacturers should be allowed to engage in limited retailing of their products as an accessory to an industrial use.

Objective:

- 3.8. Opportunities for home occupations and small scale home-based industries should be provided.

Policies:

- 3.8.1 Home occupations (e.g., professional services, bed and breakfasts, and day care centers) should be permitted in all residential areas of the City, provided they do not detract from the residential character of the surrounding area and do not result in nonresidential clusters or strips.
- 3.8.2 Home-based industries (e.g., small scale manufacturing) should be permitted only in lower density residential areas of the City.
- 3.8.3 Standards for home-based industries and occupations should address such issues as screening, buffers, noise, lighting, vehicular traffic, and setbacks to assure compatibility with neighboring properties. Standards should also provide for consideration of safety on private roads and equitable sharing of private road maintenance costs.

Objective:

- 3.C. To maximize the choice of industrial location types by developing a variety of industrial intensities and combination of industrial activities, each consistent with the requirements for efficient industrial operations, varying natural resource values, and varying supply and cost of public facilities and services.

Policies:

- 3.C.1. In order to provide a choice of industrial environments consistent with efficient industrial operations requirements, natural resource values, and to keep public costs to a minimum the City shall provide, through its zoning ordinance, two types of Industrial areas.

AREA DESIGNATIONS:

Heavy Industrial Area

Purpose: To provide the opportunity for intensive uses in appropriate locations and reserve the prime heavy industrial lands within Hoquiam for intense industrial uses.

Discussion:

Heavy industrial uses are characterized by impacts that are difficult to control, such as heavy truck traffic, noise, vibrations, light, glare, dust, and odors. They are best separated from residential and commercial areas by use of distance, very wide buffers, and/or light industry. In addition, heavy industrial areas not associated with light industrial areas should also be of large overall size so additional buffering and separation may be achieved.

Permitted Uses:

Manufacturing, fabricating, and processing; heavy vehicle and equipment repair sales and rentals; shipping and truck terminals; warehousing; indoor and outdoor storage; wrecking and junk yards; public and semi-public uses; chemical processing; retail sales accessory to an allowed uses; caretaker dwellings; and, offices accessory to an allowed use; onsite hazardous waste treatment; and storage facilities.

Conditional Uses:

Any industrial or manufacturing use not listed as a permitted use; airports, helicopters, and accessory uses; offsite hazardous waste treatment and storage facilities.

Suitable Areas:

Heavy industrial areas are characterized by complying with all of the following:

- Areas that are adjacent to or have access to State and Federal highways, arterials, or designated truck routes excluding access through residential and commercial areas where feasible. (See Policy 4.AJ. and 4.A.2., wetland criteria for road development);
- Areas that do not include: Extensive areas of wetlands; steep slopes (that is, grades greater than 30 %); and, landslide and erosion hazards. (Note: Industrial areas should generally have a grade of 10% or less. Areas of steep slope may be included in heavy industrial areas if necessary to make a useable site or to connect adjacent industrial areas.);

Additionally, heavy industrial areas are characterized by complying with any one of the following:

- Sites at least five acres in size currently used for industrial purposes;
- Areas appropriate for expansion, except if the uses would have major adverse environmental or social effects which cannot be lessened (See policies under Goal Area Numbers 2 and 5.);
- Areas designed as Urban or Urban Development by the Shorelines Master Program; and
- Other sites not classified as unsuitable areas below.

Unsuitable Areas:

- Areas adjacent to or within existing viable residential or prime commercial areas;
- Waterfront areas with upland sites too small for industrial development; and
- Areas suitable for light industrial uses.

Light Industrial area

Purpose:

To provide space for transportation, warehousing, contractors' yards, industrial sales, and industrial uses contained within a building which do not create objectionable noises, odors, or hazards.

Discussion:

A wide range of industrial uses may be accommodated in light industrial areas, such as assembly and fabrication of products including fabricating sheet metal, manufacturing of precision instruments, boat building, bottling plants, storage of building materials, and manufacturing of concrete products. Light industrial areas will have provisions to ensure compatibility with surrounding non-industrial development and to lessen nuisance creating features.

Permitted Uses:

Light manufacturing, light processing, light assembly, and light fabricating all within a building; heavy vehicle and equipment repair, rentals, and sales; truck terminals; service stations; warehousing; public and semi-public uses; wholesales; retail sales accessory to an allowed use; offices accessory to an allowed use; laboratory and research facilities; outdoor storage accessory to an allowed use; on-site hazardous waste treatment and storage facilities.

Conditional Uses:

Caretaker dwelling, restaurants; other outdoor storage except for junk yards, wrecking yards and log storage and sorting yards; off-site hazardous waste treatment and storage facilities.

Suitable Areas:

Light Industrial areas are characterized by complying with all of the following:

- Areas that are adjacent to or have direct access to State and Federal Highways, arterials, and designated truck routes excluding access through residential and commercial areas when feasible (see Policy 4.A.1. and 4.A.2j);
- Areas that do not include: Extensive areas of wetlands; steep slopes (that is, grades greater than 30 %); and landslide and erosion hazards. (Note: Industrial areas should generally have a grade of 10 percent or less. Areas of steeper slope may be included in

light industrial areas if necessary to make a useable site or to connect adjacent industrial areas.);

Additionally, light industrial areas are characterized by complying with any one of the following:

- Sites at least 5 acres in size currently used for light industrial purposes;
- Areas appropriate for expansion, except if the area would have major adverse environmental or social effects, which cannot be lessened (See policies under Goal Area Numbers 2 and 5.);
- Areas designated Urban or Urban Development by the Shorelines Master Program;
- Areas adjacent to existing viable residential areas;
- Other sites not classified as unsuitable areas below.

Unsuitable Areas:

- ◆ Within existing viable residential or prime commercial areas;
- ◆ Waterfront areas with upland sites too small for industrial development;
- ◆ Areas suitable for heavy industrial or large scale manufacturing uses.

D. Strategic Logistical Development

Goal #4:

To encourage industrial expansion to take advantage of the area's transportation systems, existing utilities that can be extended, human resources, natural resources, and other available resources.

Objective:

4.A. Industrial areas should be encouraged to locate near or adjacent to existing or planned transportation systems.

Policies:

4.A. I. Industrial areas should be adjacent to or have direct access to an existing or planned State or Federal Highway, or designated truck route.

4.A.2. Access to industrial sites through residential and commercial areas should be minimized.

4.A.3. Areas with railroad access should be designated industrial if compatible with other adjacent uses.

4.A.4. Where consistent with the Grays Harbor Estuary Management Plan, industrial areas should be provided in adequate amounts to serve the needs of deep water shipping, aquaculture, boat building, seafood processing, and support needs.

Objective:

4.B. Industrial areas should be served by public services and utilities required by industries in the area.

Policies:

4.B.1. Industrial designations should be encouraged in areas served by or near existing or planned water, sewer, drainage, electric, and related facilities and services.

4.8.2. Firms should be allowed to locate in industrial areas without these services if they can provide the services themselves.

4.B.3. Costs for expanded public facilities to serve specific industrial sites or properties should be the primary responsibility of the developers.

4.8.4. Maximum use of public infrastructure programs should be encouraged for industrial development.

46.5. The City of Hoquiam, in association with agencies of which it is a member, will encourage and assist firms to obtain state and federal finance and incentive programs to help with the costs of utility and road improvements in the City.

Objective:

4.C. Planning should be done to identify where utilities and transportation systems need upgrading and expansion to serve industrially zoned areas and to develop plans to provide these facilities.

4.C.I. The City of Hoquiam should work jointly with the appropriate jurisdiction and the private sector to develop capital improvement plans for utility and transportation services to industrial areas.

4.C.2. Industrial areas should be served by required utility and transportation services at a level appropriate to the uses within the industrial areas.

Objective:

4.D. Standards for industrial areas and activities should be provided to promote optimal working environments and compatibility with adjoining areas.

Policies:

4.D. 1. Standards should be performance oriented and should address buffer, truck access, noise, screening, landscaping, signs, storm water run off, and air and ground water quality.

4.D.2. Screening with mature plantings, fences, and buffers should isolate industrial uses from nearby or adjacent commercial and residential areas where needed.

4.D.3. Industrial activities involving trucking should be contained within sites which are adequate to provide for safety, the protection of roads, and to minimize noise outside industrial areas during loading, unloading, and maneuvering of trucks.

E. Strategic Locational Development

Goal Number 5:

To provide for and encourage opportunities for new and expanded industrial activities in a manner that provides for efficient industrial operation, maintains a high quality environment, is compatible with nearby uses, and can be served with public services.

Objective:

5.A. Industrial land should be located in appropriate places to promote efficient operations, maintain a quality environment, and be protected from encroachment by inappropriate nearby non-industrial uses.

Policies:

5.A. I. Industrial areas should be located where there is a low risk of potential adverse impacts to environmental quality or where such adverse impact can be reasonably mitigated.

5.A.2. Industrial land should be capable of supporting high intensity development with minimal environmental constraints.

5.A.3. Industrial uses should not be broken up to the extent the area will be difficult to serve with public facilities and services or generate conflicts with neighboring uses.

5.A.4. Industrial uses should be reviewed for compatibility with the Hoquiam Airport. Steps will need to be taken to ensure that the Airport uses will not impact airborne aircraft because of height of structures, smoke, glare, lights which will shine upwards, and radio interferences from transmissions.