ORDINANCE NUMBER 735

AN ORDINANCE AMENDING AND REPLACING THE CITY OF LONG BEACH'S COMPREHENSIVE LAND USE PLAN AS REQUIRED BY THE GROWTH MANAGEMENT ACT AND PROVIDING FOR THE ADMINISTRATION, ENFORCEMENT, AND AMENDMENT THEREOF AND PROVIDING FOR THE REPEAL OF ALL ORDINANCES IN CONFLICT HEREWITH.

WHEREAS, Pacific County opted into the Growth Management Act in 1990, and

WHEREAS, Each city within Pacific County must now comply with the Growth Management Act, and

WHEREAS, the City Council deems it necessary for the purpose of promoting the public health, safety and general welfare of the City; and

WHEREAS, the GMA Comprehensive Land Use Plan provides for the orderly and coordinated development of land and building uses within the City; and

WHEREAS, The City of Long Beach complied with RCW 35.63.100, and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LONG BEACH, WASHINGTON AS FOLLOWS:

Section 1. ADOPTION
The City of Long Beach hereby adopts the attached City of Long Beach Comprehensive Land Use Plan and associated maps.

Section 2. Severability Clause.
If any provision of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance, or the application of the provision to other persons or circumstances is not affected.

Section 3. Repeal of conflicting ordinances
All existing Ordinances are hereby repealed insofar as they may be in conflict with this ordinance.

Section 4. Effective Date.
This Ordinance shall be in full force and effect five days from and after its passage, approval, and

publication in the manner required by law.

Passed this _____day of _____, 1999

AYES _____ NAYS_____ ABSENT _____

ATTEST: _____ Mayor Ken Ramsey

_____
Clerk

Table of Contents

	Page
I. Introduction	107
II. Land Use Element	115
III. Housing Element	123
IV. Transportation Element	128
V. Utilities Element	134
VI. Capital Facilities Element	136
VII. Implementation	141

List of Tables

	Page
II-1. 20-Year Population Projections	116
III-1. Housing by Tenure	124
III-2. Projected Number of Households	125

III-3. Projected Number of Housing Units 2%..... 126

III-4. Projected Number of Housing Units 3%..... 127

IV-1. Level of Service (Roads & Pathways)..... 131

VI-1. Capital Improvement Project Summary..... 140

VI-2. Six-Year Capital Improvement Plan..... 140

List of Maps

Page

I-1. Location Map..... 110

I-2. Urban Growth Areas..... 111

II-1. Future Land Use Plan Map..... 119

IV-1. Existing Circulation and Proposed Improvements..... 133

Executive Summary

This plan was prepared by the City of Long Beach to address growth issues in the city and the surrounding urban growth area. It represents the community's policy plan for growth in the next 20 years. It will serve as a guide to the Long Beach Planning Commission in its advisory capacity

and the City Council in its decision-making role. It will also be available to the public as a reference guide. This section contains the following:

The City's reasons for planning

County-Wide Planning Policies

Consistency with the growth management goals

Implementation and Monitoring

The Reasons Why the City of Long Beach is Planning

a. To implement the Growth Management Act from the "Bottom Up"

The Act invests local governments with significant decision-making power. The City has been directed to identify the concerns and goals of the community, to prioritize these goals, and to plan for the achievement of these goals. While the Act requires the City to complete several planning tasks, the outcome of the planning effort is in the hands of the City. Therefore the City has prepared a comprehensive plan that establishes a clear intent and policy base which can be used to develop and interpret local regulations.

b. To Maintain Local Decision Making Power

While the City is experiencing minimal pressure from growth within its boundaries, it has been affected by growth occurring from the more urbanized areas in the state and from other states. An indication of that growth is the increased demand for housing. An increasing number of policy decisions made at the federal, state, and regional level are also influencing the quality of life in the City.

The City believes that the most effective way to maintain local control is to become more actively involved in planning. By preparing a plan with vision for the future of the community, the City is showing that it is informed about the implications of its policy decisions, and able to express community concerns to regional, state, and federal entities. In addition, the Act requires that state agencies must comply with local comprehensive plans and development regulations. Therefore, the comprehensive plan and the development regulations allow the City to assert local control over certain issues with the assurance that state agencies will respect their decisions in a manner, which will reinforce the desired character, scale, and identity of the city.

c. To Promote Desired Changes

The comprehensive plan consists of an evaluation of existing infrastructure capacity with current demand and a projection of capacity supply in order to direct future growth. The City can then establish appropriate policies defining clear direction for future development to ensure that it meets the City's standards. Even though the City of Long Beach is not growing quickly, change is occurring. The City has chosen to take a proactive role in attracting developments to meet the needs of the citizens. Recognition of the type of changes that are occurring and readiness to make decisions in light of such changes will allow the city to take advantage of positive opportunities and to address effects of changes on the quality of life.

d. To Address Changes in Community Needs

The comprehensive plan addresses changes in population, land use pattern, housing, and the economy that have occurred over the years. Concerns about environmental quality have also created a change in traditional land use patterns.

The City has undertaken a public participation process to ensure the vision of the community expressed in the comprehensive plan reflects the needs and desires of the local population. The following goals were identified to provide a basis for planning:

Determine what public services the City wants to provide and at what level of service it is willing to provide these services;

Determine how to finance these public services;

Anticipate future expenditures;

Maintain environmental quality;

Maintain quality of life;

Maintain infrastructure;

Reduce land use conflicts and haphazard development;

Retain historic cultural diversity.

County-Wide Planning Policies

The county-wide planning policies (Appendix B) provided guidance in the planning process and are consistent with the comprehensive plan. The county-wide planning policies have been integrated in each element's goals, objectives and policies.

Consistency with Growth Management Goals

The data used to develop this comprehensive plan is the best available. The City has coordinated its plan with the adjacent jurisdictions and the Southwest Regional Transportation Planning Organization in order to achieve compatibility and external consistency. Where appropriate, the City has given priority in addressing the following thirteen goals of the Growth Management Act:

Urban Growth: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce Sprawl: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Transportation: Encourage efficient, multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans and the plans of other jurisdictions including state and federal agencies..

Housing: Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.

Economic Development: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth, all within the capacities of the state's natural resources, public services, and public facilities.

Property Rights: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
Permits: Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

Natural Resource Industries: Maintain and enhance natural resource-based industries, including productive timber, agricultural and fisheries industries.

Open Space and Recreation: Encourage the retention of open space and development of recreational opportunities; conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Environment: Protect the environment and enhance the state's high quality of life, including air

quality, water quality, and the availability of water.

Citizen Participation and Coordination: Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Public Facilities and Services: Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Historic Preservation: Identify and encourage the preservation of lands, sites, structures, and unique features such as trails, railroad rights of way, historic roads, landings, water crossings and similar historic features that have historical or archaeological significance.

Implementation and Monitoring

The plan will be implemented through development regulations. The City will review this plan on a regular basis to address changes and clarify inconsistencies. To be consistent with the growth management act, the plan may be amended once a year if necessary, and reviewed every five years.

I
Introduction

A comprehensive plan is an official document adopted by local government as a guide to making decisions about the future physical development of the city. It indicates, in a general way, how residents feel about their community. Until the passage of the Washington State Growth Management Act in 1990-1991, a unifying theme and coordinated process on managing growth and development did not exist. In 1990, Pacific County opted into those counties planning under the Act, and thus began a coordinated approach and process for dealing with growth. All county incorporated cities, such as Long Beach, where embodied into the growth management planning process and thus began to write updated or new comprehensive plans consistent with the Growth Management Act. The act requires that Cities address the following elements in their plans:

Land use
Capital Facilities
Transportation [**including pedestrian access]
Housing
Utilities
Additional elements such as economic development, conservation, recreation and sub area plans

may be included.

This plan will serve as a guide to the Long Beach Planning Commission in its advisory capacity and the City Council in its decision-making role. It will also be available to the public as a reference guide. When amendments or amplifications to the plan are deemed necessary it will be handled as specified in the Growth Management Act at the time of adoption (see Appendix A - Growth Management Act).
The introductory section addresses the following:

Authorization
Consistency with the Growth Management Goals
Urban Growth Area
Vision Statement
Definitions
County-Wide Planning Policies
Planning Area
Historical Background
General Goals and Policies

Authorization

The City Council, operating as a code city under RCW 35A.63, created the Planning Commission in accordance with Section 35A.63.020. The Commission serves in an advisory capacity to the council as provided by Ordinance No. 352.

Under Section 35A.63.060 it states in part: "Every code city, by ordinance, shall direct the planning agency to prepare a comprehensive plan anticipating and influencing the orderly and coordinated development of land and building uses of the code city and its environs".

In 1990, Pacific County "Opted in" to the Growth Management Act of 1990-1991. For those counties planning under the Act, counties and cities are required to prepare comprehensive plans consistent with the Act.

County-Wide Planning Policies

The county-wide planning policies (Appendix B) provided guidance in the planning process and are consistent with the comprehensive plan. The policies have been integrated in each element through the goals, objectives and policies.

Consistency with Growth Management Goals

The City has coordinated its plan with the adjacent jurisdictions and the Southwest Regional Transportation Planning Organization for consistency and compatibility. Where appropriate, the

City has given priority in addressing the thirteen goals of the Growth Management Act on Urban Growth, Reducing Sprawl, Transportation, Housing, Economic Development, Property Rights, Permits, Natural Resource Industries, Open Space and Recreation, Environment, Citizen Participation and Coordination, Public Facilities and Services, and Historic Preservation.

Planning Area

This comprehensive plan covers the coastal area of Pacific County within the incorporated limits of the City of Long Beach, as shown on Map I-2 (Urban Growth Boundary Map). It was written to provide a tool for the preservation of the town's unique resort atmosphere and to provide direction for future growth and development. The City of Long Beach is located on the west coast of the Long Beach Peninsula in Pacific County as illustrated in Map I-1 (Location map).

The city, like the other communities on the peninsula, is built on a series of dunes formed by sands from the Columbia River. Some of the numerous efforts the city has made at improving the commercial community are the construction of a dunal board walk along the beach, a paved bike/pedestrian boulevard/path along the dunes, small parks within the downtown area, sponsorship of public art and public festivals, and restoration of the historic Long Beach Train Station. These efforts raise the quality of Long Beach and provide a varied and quality experience for visitors to the City.

Urban Growth Boundary

The Growth Management Act requires that urban growth areas be designated to encourage development within areas where adequate public services and facilities exist or can be provided efficiently. The urban growth area includes the incorporated land, and surrounding unincorporated area and transitional lands planned to accommodate future urban development.

The following criteria, established in the County-wide Planning policy document, were considered in determining the location of urban growth area boundaries:

The ability of the community to provide a full range of urban services such as fire, police and public utilities.

Population projections and anticipated growth within a ten and twenty year period.

Include incorporated cities.

Criteria used for designating transitional lands specified in the Resource Lands and Critical Areas document (see Appendix C).

Map I-2 (UGA map) shows the existing city limits and the ten and twenty year urban growth boundaries. In ten years, the northern limit of the city is proposed to be approximately 350 feet north of the existing city limits. In twenty years, the northern urban growth boundary will extend approximately 2,150 feet north of existing city limits.

Service Area

The City of Long Beach serves and is served by a larger area than its UGA, this area is called a Service Area and includes the utility and transportation corridors that link capital facilities of municipal water reservoirs, water treatment plants and their systems, sewer treatment plants and their systems, storm water management capital facilities and their systems. The Service Area also includes transportation routes and their capital facilitates and systems of major and minor arterials, transit routes and facilities, surface streets, roads, paths and trails and the regional capital facilities that they serve such as schools, playgrounds, regional and local parks and features of historical interest. If the UGA is the body of the urban area, the Service Area is its lifeblood in providing the connections to important facilities that support the health, safety and public welfare of citizens in adjacent Urban Areas as well as citizens in rural areas that abut or are within the Service Area.

Historical Background

The first visitors to the site that later became known as the City of Long Beach were Captains Lewis and Clark in 1805. They explored much of the surrounding country when they arrived in Chinook (1805), made maps and named many places. According to William's (1930), Captain Clark carved his initials on a pine tree near the driftwood in the vicinity of present day Long Beach.

The long stretch of beach between Seaview and Leadbetter Point was used for many years as a highway in going from the Columbia River in the south to Oysterville in the north and other settlements on the Peninsula. Many people went to areas along that stretch of the ocean beach during the summer months for a vacation by 1870.

The City of Long Beach was established as a seashore resort by founder Henry Harrison Tinker in 1880 and incorporated as a town in 1922. Since the first decade of its existence, Long Beach has been one of the most popular seashore resorts on the Pacific Northwest coast. Many people came from Portland and the Northwest to spend the summer. That was the beginning of the summer tourist trade for which the settlement is now well known. The completion of the railroad through Long Beach in the 1880s and its direct connection with the boats from Portland brought many more people who built summer cottages in the city. It has remained popular because of its

hometown environment, architectural motif, fresh air, and numerous recreational opportunities. A plan is deemed necessary to preserve and enhance these existing qualities, as well as to provide direction for future community growth.

Today, with access to the 28 mile-long beach coupled with theme parks, festivals and activities, the City continues to attract tourists especially in the summer time.

What Defines the City of Long Beach?

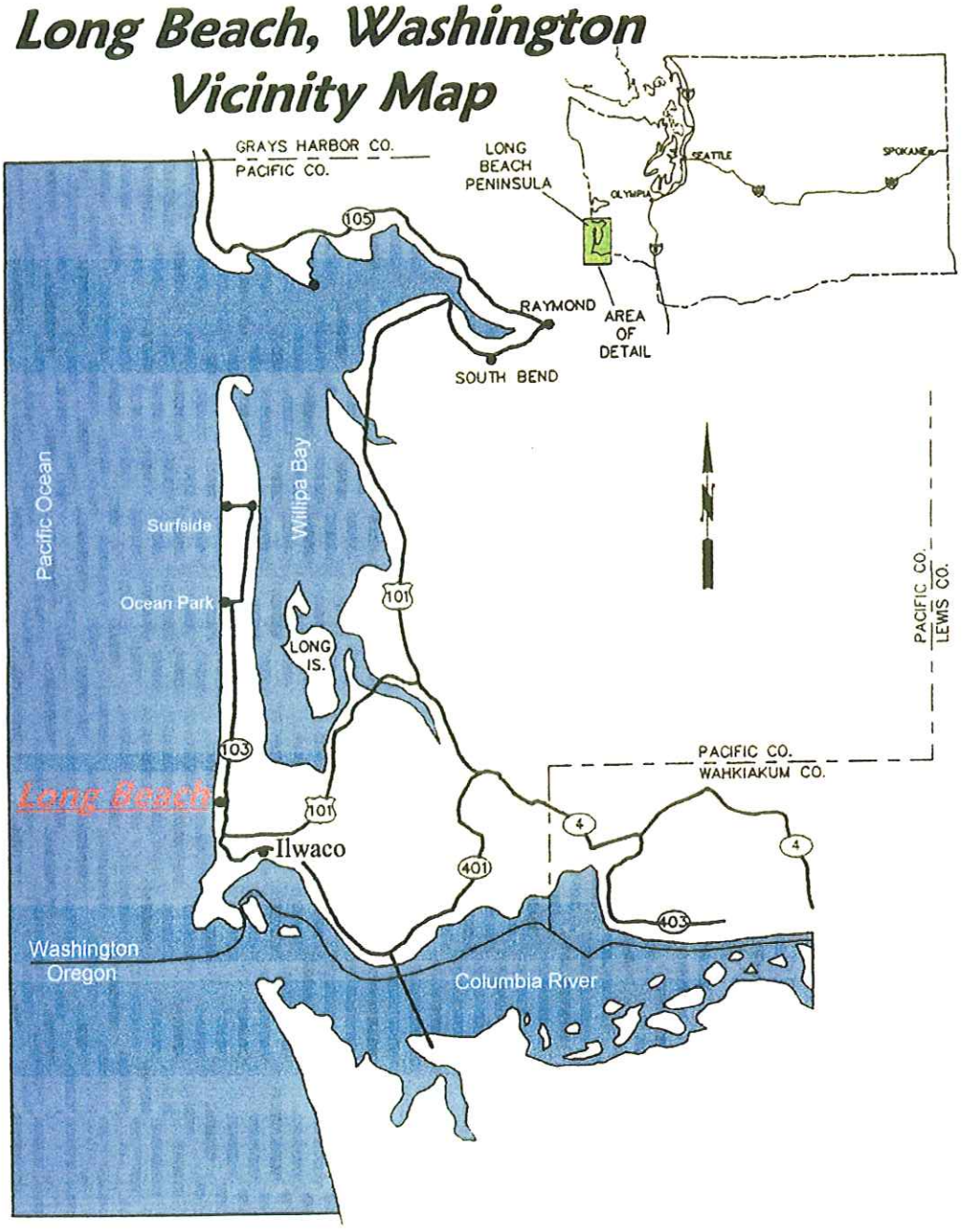
Small shops within easy walking distance
Lots of Mom and Pop businesses
Many access points to a large beach
Definitive entering points and familiar landmarks, (Crabpot, Obie's, the Arch, Peninsula Golf/Chuck's/Breakers).
Fun town for families, familiar land marks, amusement parks, casual enjoyment
Beach safety emphasized
Boardwalk
Security in knowing the citizens as friends and neighbors
Friendly
Contrasts, the tourist activity in town with beach solitude.
Diversity of restaurants
Pedestrian scale
Trails and pathsEase of access to historic and scenic areas such as State Parks and Discovery Trail.
Readers of this comprehensive plan will find that it was written with a town theme in mind. The theme is referred to as "Coastal Village". The incorporation of this theme into the town is through, the "Coastal Village Theme.

The " Coastal Village Theme" is an attempt to recreate our impression of architectural style associated with the early settlements on the peninsula. A statement of goals and policies for the future growth and development of Long Beach was written to promote this theme..

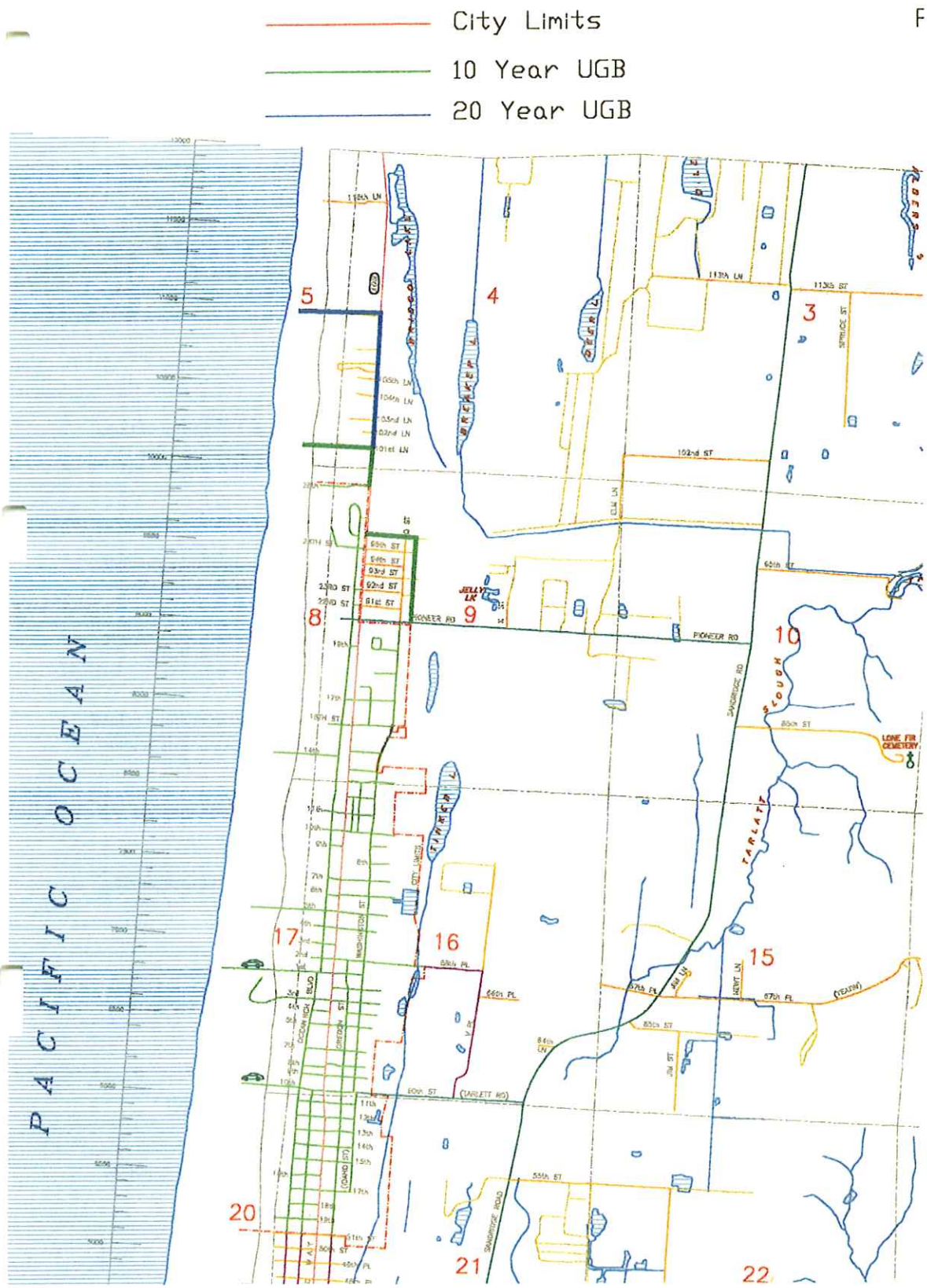
theme is referred to as "Seashore Theme". The incorporation of this theme into the town is through two applications, the "Early Seashore Theme", the "Contemporary Seashore Theme".

The " Early Seashore Theme" is an attempt to recreate our impression of architectural style associated with the early settlements on the peninsula. A statement of goals and policies for the future growth and development of Long Beach was written to promote this theme. The "Contemporary Seashore Theme" transitions into more modern architecture associated with the newer and developing portions of the City but in keeping with a coastal beach-resort community.

Map I-1 Location Map



Map I-2 Urban Growth Area



Comprehensive Vision Statement

The main objectives of the comprehensive plan are:

To maintain the coastal village atmosphere and a small town appearance of the City with the following characteristics: a pedestrian friendly town with visitor activities for families, small shops including mom and pop businesses, restaurants, hotels and motels, a large and safe public access beach, trails, paths, and parks; and at the same time preserve the safe residential neighborhoods and the quality of life, and promote the health, safety, and general welfare of all residents.

The City will grow north and this reflects the current water service areas.

Entering the City from the south there is a transition from a predominantly residential area in Seaview to mixed commercial, residential uses, through the Old Town Core with intensive commercial activities, medium density residential east of the highway, and Shoreline resort, ocean front residences, parks, open space and a beach to the west. As the City grows to the north, land use will reflect clustered mixed use development, predominantly residential and resort activities.

Goals and Policies

Goals

1. The plan seeks to promote a Coastal Village theme unique to the Washington State coastal environment that celebrates the history of Long Beach and the Peninsula and that this document is of sufficient direction to enable the citizens to implement this theme.

2. The plan seeks to minimize conflicts between residential living and commercial uses.

3. The plan encourages the open space atmosphere and combined recreational opportunities that the development of public parks can lend to the "quality of life" feeling in the city.

4. The plan encourages thoughtful development of waterfront areas on the ocean beach to provide for the mixture of resort, residential, and open space/park uses currently enjoyed by the residents of and visitors to the city.

5. The plan promotes economic development that is compatible with the area's unique natural resources of open space, beaches, water, ocean, wetlands, parks, and clean, invigorating weather.

6. The plan provides for the continued development of the tourist industry and supports entrepreneurs developing new, creative business such as Eco-Tourism.

7. The plan seeks to provide for and encourage cottage manufacturing activities that are compatible with the town's economy and environment.

8. The plan seeks to separate incompatible land uses.

9. The plan promotes the public health, safety, and general welfare and the plan encourages the preservation of the quality of life.

10. The plan encourages the beautification and landscaping of the city.

11. The City encourages increased development of trail and path access for resident and tourist pedestrians and the disabled.

12. The City should encourage levels of service standards to be established for all public services, including but not limited to: parks, water, sewer, transportation, schools police, fire, and libraries.

13. The City should cooperate with other jurisdictions and the county to improve public services

14. The Plan supports creating recreational opportunities for young people.

Policies

1. The city will continue an architectural design review process for required architectural styles includingthe "Coastal Village Theme"

2. The residential areas of the City will be protected against the intrusion of large scale commercial and industrial uses.

3. The City will support the development of public and private recreational facilities in Long Beach.

4. The City will support roadside landscaping and elimination of dilapidated and unsightly structures.

5. The City should designate land for non-polluting industrial activities.

6. The City will promote patterns of development that will minimize the impact to public infrastructure.

7. The City will support efforts to improve the commercial districts to promote Long Beach as a quality seashore resort.

8. Access for pedestrians and the disabled will be improved by adding and upgrading sidewalks, footpaths, walkways, bicycle paths, trails, and boardwalks in commercial and residential areas.

9. The city should develop an "Impact Fee Ordinance" which will require that developers pay the cost of added public infrastructure improvements to offset the impact of new developments.

10. The City will actively support and lead if necessary, regional transportation improvements that improve the intermodal efficiency of the transportation system within the City of Long Beach Transportation Service Area.

11. The City will support young citizens in developing recreational opportunities, including the development of a skateboard park.

Definitions

Affordable housing: decent, quality housing that costs no more than 30% of a household's gross monthly income for rent/mortgage and utility payments.

Architectural Design Review Board: a board of commission designated by the City Council to review building plans and determine whether they conform to the standard outlined in the "City of Long Beach Architectural Guidelines" handbook. Plans that conform will be certified by the City Council

Assisted Living Care: three or more unrelated individuals living together and being cared for in a residential unit.

Central Business District: the area of the City of Long Beach sometimes called "Old Town". The boundaries of the district are set out in the Land Use Plan.

City: the City of Long Beach.

Commercial Use: a land use activity that is associated with the sale and purchase of goods and services.

Comprehensive Plan: a generalized coordinated land use plan of the governing body and the citizens of a county or city that is adopted and implemented.

Concurrency: when adequate capital facilities are available when development occurs.

Cottage Industry: a home occupation that does not require retail sales or courier delivery services (as used in this plan).

Cottage Manufacturing Activities: A family owned and operated manufacturing business conducted in a residential or storefront unit. No equipment or process shall be used in such structures which creates noise, vibration, glare, fumes, odors, or electrical interference detectable to the normal senses off the lot. Examples of Cottage Manufacturing Activities are: kite making, pottery studio, doll making, curios, painting studio, carving studio, etc.

Council: the city council of the City of Long Beach.

Cultural heritage: a community identity based on a unique historic background.

Density: a measure of the intensity of development, generally expressed in terms of dwelling units per acre.

Developer: a person who makes housing, highways, commercial and industrial structures, etc., more available or extensive.

Dwelling unit: an enclosure containing sleeping, kitchen, and bathroom facilities designed for use as a residence.

Coastal Village Theme: an architectural style described in the "City of Long Beach Architectural Guidelines" handbook. It is an architectural style that will attempt to recreate the atmosphere associated with a turn-of-the-century seashore resort.

Eco-tourism: low impact, nature oriented tourist activities that involve an interaction of small groups of people with the environment and natural resources in an area.

Environs: the unincorporated areas surrounding the city limits of the City of Long Beach.

Foster care: to give care without being related by blood or legal ties.

Goal: a general statement that reflects a positive and realistic view of what could be or an ideal situation.

Green belt or Greenway: A landscaped path or boulevard.

Group homes: unrelated individuals living together and being cared for in a residential facility.

Incompatible Use: a use that is incapable of existing in harmony with other uses situated in its immediate vicinity.

Incorporated: an area organized as a legal corporation. Long Beach is an incorporated city.

Industrial Use: activities predominantly associated with manufacturing, assembling, processing, or storing of products.

Level of Service [LOS]: defines the quality and quantity of service provided by a community's infrastructure and services. It can be defined for a wide range of facilities and services, including transportation, potable water, sewer, fire, parks and schools.

Manufactured Home: a dwelling unit composed of components assembled in a manufacturing plant and transported to the building site for final assembly on a permanent foundation. All manufactured homes in Long Beach shall conform to the standards set forth in RCW 35A.63.145.

Multi-family Housing: housing designed to accommodate more than one household or family. Duplex, Triplex, Apartments, and Condominium structures are examples of multi-family housing.

Objective: a measurable statement of what must be accomplished to reach a goal.

Planned Unit Development: a fully contained development characterized by urban densities, uses and services.

Policy: a statement that defines an action intended to achieve an objective.

Public Facilities: include streets, roads, highways, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, government buildings, hospitals, and schools.

Public Land: consist of public buildings and grounds and public facilities.

Public Utilities: include systems for the delivery of natural gas, electricity, telecommunications services, as well as water and sewer pipe lines.

Recreation: activities associated with any form of play, amusement, or relaxation, such as games, sports, hobbies, hiking, biking, walking, etc.

Residential Use: used in this plan for all types of dwelling units such as single and multi-family housing including manufactured homes.

Resort: retail activities that support tourism such as hotels, motels, shops, and restaurants.

Urban Growth Boundary: boundary designating areas of existing and future urban growth that makes intensive use of land for residential, commercial, industrial development.

Service Area: That area that serves and is served by transportation and utility capital facilities and systems.

Shall: a directive or requirement.

Should: an expectation.

Structure: anything constructed or erected.

Subdivision: the division of a tract of land into two or more lots, building sites, or other divisions for the purpose of sale or building development (whether immediate or future) and including all divisions of land involving the dedication of a new street or a change in existing streets.

II
LAND USE ELEMENT

Introduction

The land use element has been prepared in accordance with the Growth Management Act and the County-Wide Planning Policies document to address land uses in the City, and in the urban growth area over the next 20 years. This element addresses the different kinds of land uses, future goals, and the process for implementing the goals through objectives and policies.

The land use element addresses the general distribution of uses such as commercial, industrial, residential, and open spaces. The act requires that the land use element of the comprehensive plan

address the proposed general distribution, general location and the extent of uses of land. This element also includes population densities, building intensities and estimates of future population growth.
Although the City does not currently utilize ground water for municipal purposes it is recognized that in the future such resources may be utilized and therefore the protection of the quality and quantity of ground water used for public water supplies is also provided for. Where applicable, there is a review of drainage, flooding and storm water run-off and the provision of appropriate actions to address these issues.

Inventory and Analysis

The inventory and analysis in this section is an effort to present necessary and relevant data or information to serve as a basis for future projections of growth and development.

Physical Description:

Topography

The City of Long Beach is located in southwestern Pacific County in southwest Washington, along the Pacific Ocean. It is situated at the base of the Long Beach Peninsula with the City of Ilwaco, and the unincorporated area of Seaview. The City is on relatively flat, sandy ground, ranging from the dune area on the west, to a chain of lakes on the east. The elevation ranges from sea level to 25 feet, with a mean tidal range of 8.1 feet.

Climate

The climate in Long Beach is characterized by cool, relatively dry summers and moderate winters with considerable rainfall. The annual rainfall is 82.8 inches per year. The mean monthly temperatures vary from 40 degrees Fahrenheit in January to 60 degrees Fahrenheit in July.

Population

The Office of Financial Management population estimate for 1996 was 1,400. Since the last census in 1990 the City's annual growth rate has averaged 1.9%. While the City's population has remained relatively stable the seasonal influx of visitors to the area has increased. As a result, the city is experiencing strong growth in its commercial community, which is primarily aimed at the tourist economy. It also serves as a commercial center for the Southern Long Beach Peninsula area. Table II-1 shows population projections based on a low (1%), medium (2%), and high (3%), growth rate over a ten and twenty year period.

Table II-1
20 Year Population Projections

	Growth Rates		
Year	1%	2%	3%
1996	1,400	1,400	1,400
2001	1,471	1,546	1,623
2006	1,531	1,673	1,827
2011	1,609	1,847	2,118
2016	1,691	2,040	2,455

Existing Land Use

The city recognizes seven basic land use designations in the previous comprehensive plan (1985):

1. Central Business District

   a. Boundaries - North boundary is 8th St. N.; South Boundary is 11th St. S.; West Boundary is Ocean Beach Boulevard; East Boundary is Oregon Ave.

   b. Architectural Theme - Mandatory "Coastal Village Theme" for commercial and residential construction in the Central Business District.

   c. Purpose - To create a turn-of-the-century resort atmosphere, provide a compact retail core to stimulate and encourage foot traffic, and, specifically, to promote tourism.

2. Commercial Land

   a. Boundaries - To north and south of the Central Business District along Pacific

Avenue (State Route 103).

b. Architectural Theme - Coastal Village Theme

c. Purpose - To provide an area for more traffic intensive commercial uses, and those uses that are not compatible in the Central Business District.

3. Waterfront Resort Land

a. Boundaries - The interdunal land between the north city limits and 19th Street North, 16th Street North and 14th Street North, 5th Street North and 11th Street South, 13th Street South and 14th Street South, and 16th Street South and 17th Street South. The west and east boundaries of the waterfront resort areas are the building setback line and Ocean Beach Boulevard.

b. Architectural Theme - Mandatory Coastal Village Theme

c. Purpose - To provide an area for tourist related commercial uses such as hotels/motels, resort facilities, shops, food services.

4. Waterfront Residential Land

a. Boundaries - The land between 19th Street North and 16th Street North, 14th Street North and 5th Street North, 11th Street South and 13th Street South, 14th street South and 16th Street South, and 17th Street South and the south city limits. The west and east boundaries of the waterfront residential areas are the building setback line and Ocean Beach Boulevard.

b. Architectural Theme -, Beach Cottage, Craftsman, Northwest Coast.

c. Purpose - To provide an area where single family and multi-family housing can be mixed.

5. Residential Land

a. Boundaries - Residential area will be east of the Central Business District, and flank the east and west sides of Commercial Land.

b. Architectural Theme - None east of Pacific Avenue., Beach Cottage, Northwest

Coast, and Craftsman West of Pacific Avenue.

c. Purpose - To preserve existing neighborhoods for single -family housing, to provide areas for multi-family residential housing, and provide separate areas for manufactured homes.

6. Public and Recreation Land

a. Boundaries - various properties in the city, including the Ocean Beach.

b. Architectural Theme - Coastal Village Theme for public buildings.

c. Purpose - To provide land for parks and open space within the city and preserve existing public facilities and parks.

7. Industrial Land

a. Boundaries - The vicinity of 6th Street N.E. and east of Washington Street.

b. Architectural Theme - None

c. Purpose - To provide an area for light industrial activities.

Future Land Use:

The following goals, objectives and policies reflect the community's vision of the future distribution of land uses in the City of Long Beach. This vision will provide the direction for future growth and development in the planning area. Map II-1, the future land use map, reflects the future goals of the community.

RESIDENTIAL

Goal

1. To provide for a variety of housing types and locations to accommodate all the economic segments of the community.

2. To preserve the integrity and character of the neighborhoods.

3. To address the need for recreational opportunities in neighborhoods.

Objectives:

1. Increase the multi-family land use designations.

2. Encourage playgrounds/parks development in residential areas.

3. Establish a conditional use permit process for assisted living care uses in residential areas.

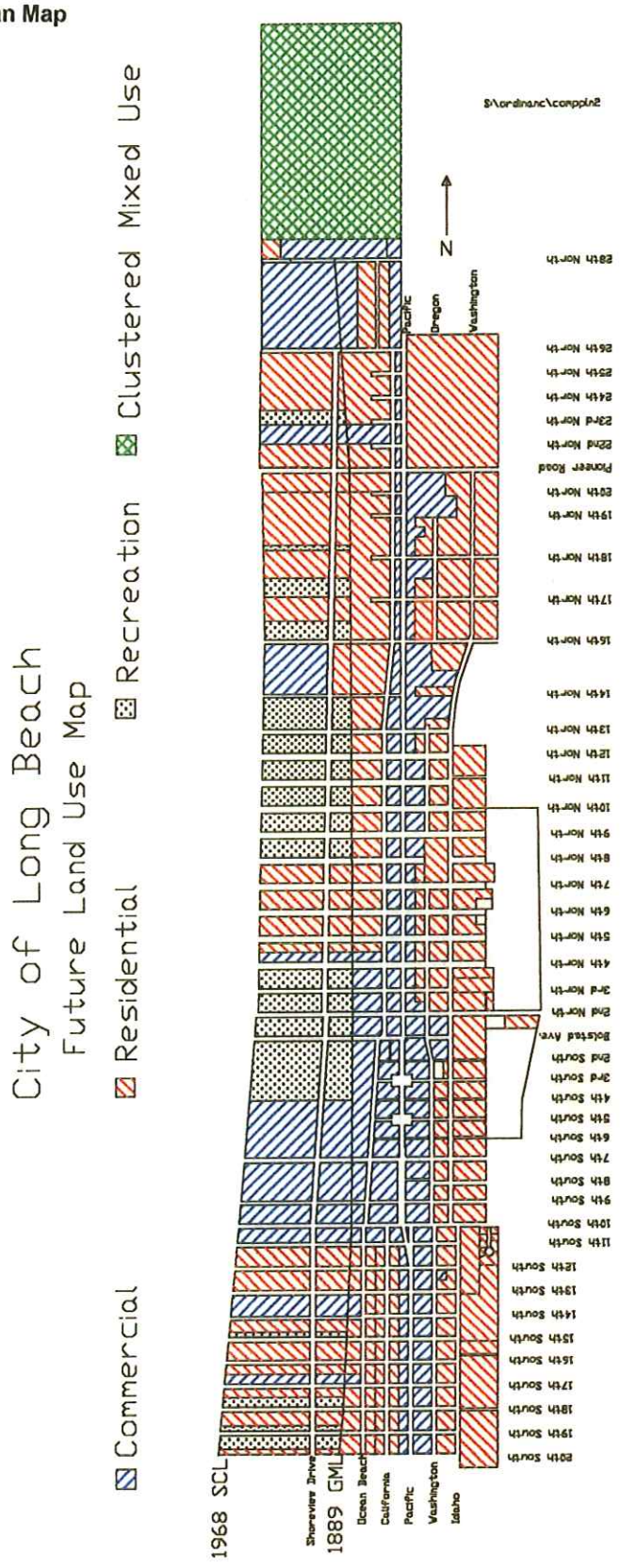
Policy:

1. The density of the residential areas should be determined by the City's ability to provide services and utilities, population growth and availability of suitable land.

2. Parks and open spaces should be provided in residential areas to serve as local and neighborhood recreational facilities.

3. Green belt (pathways) connections between neighborhoods and connecting neighbor hoods to the downtown should be established, to encourage pedestrian traffic and bicycle use and reduce use of automobiles.

Map II-1 Future Land Use Plan Map



5. The City should establish a conditional use process for assisted living care uses in medium density residential areas.

COMMERCIAL/RETAIL

Goal:

1. To continue support for the growth of the City's historic tourism economy.

2. To improve the appearance of the commercial district through architectural design review.

3. To continue creating, in the downtown core (the vicinity of 11th St. S. - 5th St. N.), a turn-of-the-century resort atmosphere, providing a compact retail core to stimulate and encourage foot traffic, and promote tourism.

4. To reduce the traffic congestion through the commercial district by encouraging the use of, and providing the infrastructure for trails, pathways, bike parking areas, park and rides for, non-traditional modes of transportation such as trolleys, bicycles and public transit.

5. To diversify commercial and retail activities to provide an economic base throughout the year.

6. To recognize the special commercial needs of artists, craft workers, and artisans through craft fairs, and markets.

Objective:

1. Encourage development of quality, beach resorts and related tourism services.

2. The city should continue supporting the "Coastal Village Theme" and design guidelines to implement it.

3. Parking needs should be addressed by identifying areas for parking and park and rides. Such facilities that are located outside the commercial core could be served by other transportation modes, such as a shuttle, trolley, bike rentals, etc. A regional facility could serve a larger area and be shared with the Seaview and Ilwaco area and reduce traffic congestion overall.

4. Provide for cottage (light-craft) industries with storefront retail activities such as kite

manufacturing, ceramics, arts and crafts.

5. Provide a central "activities" center to allow for craft and artisan markets, community activities, meetings, and performances.

6. Improve the intermodal connections between the Ilwaco UGA, Seaview UGA to stimulate economic development and encourage the use of non-motorized vehicles.

Policy:

1. Resort and tourism related development should primarily be located adjacent to the downtown core and also in vicinity of existing lodging facilities located west of Ocean Beach Boulevard.

2. The downtown core should continue aesthetic and pedestrian improvements, and provide for more, diverse shops such as art galleries, studios, crafts, and specialty stores.

3. Commercial development is encouraged within 1 block off of Pacific Highway/SR103.

4. The City should designate land for future public parking.

5. New public projects should incorporate a multi-purpose use concept for community benefits arising from combining similar uses such as joint city/county administration; joint emergency services; joint conference/ recreation/ entertainment facilities.

6. The City shall designate a multimodal pedestrian/bike boulevard between the Ilwaco UGA, Seaview UGA, and County Rural Lands to enhance traffic flow on SR 103 by offering alternative modes of transportation between Urban Areas. This pathway should be placed to maximize free passage and safety by users by avoiding surface street and arterial crossings where possible.

INDUSTRIAL

Goal:

1. To encourage the designation of industrial areas in areas with existing industrial activities.

2. To encourage the City to identify new areas within urban growth areas that are appropriate for industrial uses associated with warehousing/distribution needs of service/resort

industries, where infrastructure is available.

Objective:

1. Classification of light/craft industrial uses in the city's zoning ordinance.

2. Designate land for non-polluting light industrial (such as warehousing and laundry) in the urban growth area.

3. Ensure that new industrial uses are compatible with existing adjacent uses.

Policy:

1. The designation of an industrial area should be compatible with adjacent areas.

2. Lands classified as light-craft industrial should consist of areas used for manufacturing, assembly, processing, and storage as well on site retail sales of artisan products.

RECREATION/OPEN SPACE:

Goal:

1. To provide and maintain a variety of recreation facilities and open spaces for all residents and visitors, such as jogging/bicycle path, kite flying, play fields, horse trails, ballfields, picnic areas, and neighborhood parks.

2. Encourage the development of a multi-purpose recreational facility associated with an activity center.

3. To connect regional recreational, historical, and cultural facilities with multimodal transportation infrastructure that is compatible with recreation/open space.

Objectives:

1. Future development should provide internal pedestrian/bicycle pathways and connections to off-site pathways.

2. Maintain an accurate inventory of all public parks, public open spaces and recreational

facilities as well as an inventory of land suitable for future public park facilities.

3. Encourage open spaces in parks.

4. Encourage and establish level of service standards for future development of parks.

5. Support recreational activities that complement our shoreline environment.

Policy:

1. The City should create a pathway plan that provides for incremental development resulting in a cohesive, fun and useful, final product.

2. New recreational facilities should be developed to address increasing demands, such as pathways, neighborhood activity parks, and a skateboard/roller blade structure.

3. Existing facilities should be evaluated for their ability to provide complementary recreational uses, such as a ditch/maintenance road that could support a canoe trail or be used as a walking/bicycle path.

4. The City should continue to acquire property within its Service Area to build Trails and Pathways.

PUBLIC FACILITIES

Goal:

1. To encourage the development of a public and/or private multi-purpose facility for special events, performances, meetings and art/craft shows.

2. To maintain police presence in the downtown area.

3. To encourage the provision of a correctional transfer facility for the police station.

4. To build a new city hall with adequate parking, where all administrative functions such as licensing, planning and building permitting could be administered.

5. To facilitate school and library capital improvements

Objective:

1. Designate land for a consolidated administrative facility.

2. Designate site vicinity for a multi-purpose center.

3. Provide an improved library with more convenient access.

Policy:

1. It is recognized that multi-purpose center is a priority for expanding Long Beach's tourism economy and extending the tourism season.

2. Provide for the future development of an improved administrative facility.

3. The City should cooperate with Timberland Regional Library to provide a new library that more conveniently serves the south Long Beach Peninsula.

4. The City should cooperate with the City of Ilwaco and Pacific County to establish a correctional/transfer holding facility.

PUBLIC UTILITIES

Goal:

1. To continue to improve street lighting in the city, neighborhoods and commercial areas, to encourage pedestrian use and to deter crime.

2. To continue to improve sewer, water, and storm water systems in the city.

3. To increase the efficiency of all utilities through cooperation and utilization of common utility corridors.

4. To improve communications services.

5. To provide specific services for emergency communications.

6. To establish uniform level of service standards for utilities.

Objective:

1. Designate land for utility corridors.

2. Increase the level of service of communications, for instance television including reception quality, reliability and number of channels.

3. Establish level of service standards to meet public health, safety and welfare such as fire flow, safe drinking water, storm water discharge.

Policy:

1. The City should monitor communications franchises to ensure the provision of efficient services.

2. The City should establish a level of service standards for communications services.

3. The City should continue to participate with other cities and Pacific County to establish an E-911 system.

4. The City should require the P.U.D. to bury and/or route electrical lines in the alleys, away from the commercial core to improve aesthetics.

III
HOUSING ELEMENT

Safe, decent and affordable shelter is essential for people of all income levels. The housing plan element establishes a guide for addressing the housing needs of the City.

The Growth Management Act requires the following: an inventory and analysis of the existing and projected housing needs; a statement of goals, policies and objectives for the preservation, improvement, and the development of housing; identify sufficient land for housing, including but not limited to government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities; and adequate provisions be made for existing and projected needs of all economic segments of the community.

County-Wide Planning Policies

The cities and county developed and adopted the policies to provide a framework on housing issues of regional significance and to ensure consistency county-wide.

The policies address the need for affordable housing for all economic segments of the population and the parameters for its distribution.

I. A wide range of housing development types and densities throughout the county should be encouraged and promoted to meet the needs of a diverse population and provide affordable housing choices for all income levels.

An interlocal agreement should be established between all the cities regarding public housing.

Cities should adopt a positive attitude towards government-assisted housing.

Specific housing information/data should be used as a basis for decision-making, including the Pacific County Housing Authority survey.

II. Assess the ability to provide sufficient land, infrastructure and services to each housing segment including, but not limited to government-assisted housing for low-income families, manufactured housing, multi-family housing, itinerant worker housing, and group homes.

Infrastructure should be upgraded to support all the housing segments.

III. Individual plans should encourage maintaining existing housing inventories.

Incorporate Pacific County Housing Authority Needs Assessment data in housing element of the local comprehensive plans.

IV. Consideration should be given to the provision of diversity in housing types to accommodate elderly, physically challenged, mentally impaired, and special needs segment of the population.

Housing Data

Type of Dwelling Units

There are three basic types of housing in the City: single family, multi-family (apartments, duplexes, etc.), and manufactured homes. The 1990 census determined that out of 970 housing units in the City, approximately 67% (650 units) were in single-family dwellings, 18.3% (178 units) multi-family dwellings, i.e. 2 or more units, and 14.7% (142 units) manufactured/mobile

homes, including trailers. The housing types described also include historically significant housing, located in the "Old Town" section of the City.

Housing Occupancy and Tenure

The information presented in Table III-1 identifies the total number of dwelling units, occupied and vacant, in the City. Out of the total 970 units in the City, 58.7% are owner and renter occupied, and 41.3% of the units are vacant. The vacant units are mostly for seasonal, recreational, or occasional use. The City of Long Beach attracts tourists year round, but especially during the summer, and the figures reflect temporary occupancy of almost half of the total housing units in the City.

Table III-1

Housing by Tenure
1990

	Housing Units	Percent
Total	970	100.0%
Occupied	570	58.7
Owner	303	53.1
Renter	267	46.9
Vacant	400	41.3

Source: Office of Financial Management, 1990 Census Summary Tapes.

Housing Values

The median value of owner occupied housing units was $53,900. In 1990, 44% of the specified owner occupied units (190) were less than $50,000; 41% were $50,000-$99,999; and 14% were $100,000 or more.

The median monthly rent for renter-occupied housing units in the City was $254. Approximately 97% of the rent in the renter units were $250 to $499 in 1990.

Population and Household Projections

The City's population projections and the household size provide a basis for estimating future number of households.

Table II provides both population and household projections for the City based on the following assumptions: that the rate of growth remains at about 2%, and average household size will remain constant at 2.0 (1990 census). The estimated number of new households in the City by the year 2016 will be 320. This number includes homeowners and renters, and it should be considered in determining the City's future housing stock. At the higher rate of 3% growth, the population will be 2,455 in the year 2016, and the number of new households will be 528. At a low growth rate of 1%, the population will be 1,691 and the number of households 145 in the year 2016.

Table III-2
Projected Number of Households
1996-2016
(2% Growth Rate)

	1996	2006	2016
Population	1,400	1,673	2,040
Projected # of New Households after '96		137	320

Source: 1990 Housing Data and 1996 Population Estimates, U.S. Census; Office of Financial Management.

a. The population estimates were based on a low growth rate of 2%

b. The population figure was divided by the 1990 average household size for the City, i.e. 2.0. The assumption is that the household size will remain constant.

Future Residential Land Demand

The City, in order to quantify and justify its land mass needs for its 10 year and 20 year Urban Growth Boundaries, has provided the following analysis (best guess).

The residential areas within present Long Beach city limits and located east of the 1889 Government Line has very little capacity to absorb new development. Redevelopment has been occurring in this area, but redevelopment does not increase the number households. The only

existing area within Long Beach City limits that can reasonably absorb the projected number of new households is located west of the 1889 Government Line.

The analysis examined housing needs at both the present 2% rate of growth and the higher 3% rate of growth. The reason for considering the higher rate of growth is that if GMA is successful in curbing urban sprawl into rural areas then a significant percentage of the future growth on the Long Beach Peninsula will be redirected to identified urban areas such as Long Beach. Additionally, as the population of western Washington and Oregon continues to grow (OFM estimates a 31.5% increase in Washington in the next 20 years) and the baby boomers prosper (the peak of the baby boomers will be 50 years old in 2008), the demand for vacation and retirement properties will increase in places such as Long Beach.

The development pattern for the residential areas is rather difficult to predict. Some owners may simply choose not to develop their beach property. Some who wish to develop will be constrained by the physical dimensions of their property. The vast majority of this property is subdivided into 200-foot blocks with four 50' wide lots facing Ocean Beach Boulevard and extending approximately 1300 feet west towards the ocean. The properties on the ends of the block abut undeveloped right-of-ways leading to the ocean. These properties, due to the abutting right-of-way, enjoy adequate access to the western portion of the their land, if they choose to subdivide. However the two internal lots do not enjoy this opportunity. These property owners do not have adequate space to long plat the property and meet right-of-way development standards. The best these property owners can hope for, is access through the future development of Shoreview Drive or cooperative, abutting neighbors who also want to subdivide and will work jointly in creating a long plat or planned unit development. For purposes of this analysis it is assumed that internal lots will accommodate two more dwellings units (due to anticipated access through Shoreview Drive) and that end lots, due to market forces, will result in platting lots to the greatest extent possible.

Using digitized, aerial photogrammetric analysis the city determined that the residential area west of the 1889 Government Line consists of approximately 4,150,00 square feet. Approximately 480,000 square feet of this area is already subdivided and developed. This area also contains approximately 814,600 square feet of emergent and scrub wetlands according the Long Beach Dune Management plan. For the purpose of this analysis it is assumed that one half of these wetlands will be filled for residential development (407,300 square feet). The net remaining "developable" area is 3,262,700 square feet. One half this amount, or 1,631,350 square feet, is assumed to represent internal lots lacking adequate right-of-way access to support intensive development and will only support two more dwelling units through the future development of Shoreview Drive. Since there are approximately 25 internal lots the predicted build out will create an additional 50 dwelling sites. The other half, or 1,631,350 square feet, is assumed to represent block ends abutting an undeveloped right-of-way that provides adequate access for intensive development. At total build out this area could provide an additional 271 single-family lots.

Therefore the projected total residential land capacity east of the 1889 Government Line is 321 single-family housing sites.

To determine the required land mass necessary to meet the projected households noted in Table III -2 the following assumptions were made: the medium growth rate of 2% and higher rate of 3%; the household size of 2 persons remain constant; that single family homes (including manufactured homes) will continue to provide 81.7% of the total housing stock; that multi-family dwellings will remain at 18.3% of the total housing stock; that existing density performance standards, such as lot size, remain constant.

Table III-3
Projected Number of Households
1996-2016
2% Annual Growth Rate

	2006	2016
Projected # of New Households @ 2%	137	320
Projected # of Single Family Residences	112	262
Projected # of Multi-Family Residences	25	58
Minimum Sq. Ft. of Land Required	1,022,000	2,384,000

Based on the above analysis, Long Beach's current available residential land mass could accommodate the projected 2% growth through the year 2012. An additional 8 acres would be needed to reach the 20-year population estimate.

Table III-4
Projected Number of Households
1996-2016
3% Annual Growth Rate

	2006	2016
Projected # of New Households @ 2%	214	528
Projected # of Single Family Residences	175	431

Projected # of Multi-Family Residences	39	97
Minimum Sq. Ft. of Land Required	1,596,000	3,944,000

At the 3% growth rate the City cannot provide the necessary projected residential land mass. Approximately 1,820,650 additional square feet, or 42 acres are required.

The 10-year Urban Growth Boundaries provide for minimal residential growth and primarily serve to square up city boundaries that presently have city water and sewer infrastructure.

The 20-year Urban Growth Boundary provides for an additional 35 acres, or 254 new single-family lots.

Goals

1. To provide space for a variety of housing for all segments of the community.

2. To encourage the construction of low income and affordable housing in the City.

3. To preserve the integrity and character of the residential neighborhoods.

4. To encourage assisted living care facilities (three or more unrelated individuals living together and being cared for in a residential unit) in the residential areas.

Objectives

1. Designate the downtown/business district as a mixed-use area with high-density residential units above commercial uses.

2. Establish a process for conditionally permitting assisted living care uses in residential areas.

3. Identify sufficient land for housing for all economic segments of the community.

Policies

1. The City should review existing policies on vacation rentals.

2. Large commercial developments that employ 10 or more service workers should be encouraged to provide housing for the service workers.

3. The City should review the existing regulations on siting of manufactured homes in the planning area.

4. The City should encourage the preservation of historic buildings in the "Old Town" district. The City should inventory historic buildings, and sites and develop criteria to preserve and restore them. If for some reason the structure cannot be preserved, plaques or signs should be mounted on the site to preserve the history.

IV
TRANSPORTATION ELEMENT

A safe and efficient transportation system for the movement of people and goods is needed to support existing and future development. The purpose of this plan element is to identify the types, location and extent of existing and proposed transportation facilities and services (air, water and land, including transit systems, pedestrian and bicycle uses). The Growth Management Act also requires that level of service standards be established for all arterials and transit routes should be regionally coordinated. Traffic forecasts are required for at least ten years to provide information on the location, timing, and capacity needs of future. To meet current and future demands, transportation systems expansion and management needs should be identified. A financing plan should be developed with an analysis of funding resources to show how transportation needs will be met.

The element is also in accordance with the County-Wide Planning Policies developed for County Wide Transportation Facilities and Strategies:

I. A county-wide transportation plan should be developed pursuant to the GMA and shall be consistent with the land use elements of the comprehensive plan developed for the jurisdictions within the transportation planning area.

   Transportation development and improvements should be concurrent with future commercial, residential and other land use development. Concurrency means that transportation improvements and construction should be in place at the time of new development.

II. The county-wide transportation planning effort should produce a methodology and specific tools for jurisdictions to use in evaluating the impact of development proposals and identifying related transportation improvements.

County-wide transportation facility standards should be established and enforced consistently by the jurisdictions and the county.

County and local governments should develop legal mechanisms to enable them acquire access corridors on a county-wide basis.

Unincorporated areas within transitional lands with access to the adjacent city's transportation facilities should comply with the urban transportation standards.

Transitional lands are defined as "lands considered to be suburban which due to their location, parcel size and proximity to roads and utilities, are more likely to evolve from their present land use to a more intensive type of land use activity"

III. Transportation improvements necessary to provide for an effective and reliable system over the next 20 years.

Comprehensive plans prepared and adopted in compliance with the Growth Management Act should include a transportation element with appropriate level of service standards defined.

A county-wide transportation needs assessment should be an element of the six-year transportation plan.

The finance element of the transportation plan should show the ability of the jurisdictions to fund existing and proposed transportation improvements.

IV. Construction standards for transportation facilities should be coordinated at a county-wide level.

A county-wide agreement on the standards of transportation facilities should be developed. It should promote transportation maintenance and enhancements for the existing roadways.

Consideration should also be provided for sidewalks, curbs, street width, bus stops/pull outs, pedestrian walkways, marine and aviation facilities and ADA compliance (access for the disabled).

The cities and county should develop a formal agreement specifying on-site improvement standards to accommodate inter modal transportation facilities.

V. The role of the Southwest Washington Regional Transportation Planning Organization (RTPO) in the transportation element of the comprehensive plans should be explored.

Inventory and Analysis

Roads

Road systems are the most popular mode of transportation. Arterial and collector roads, local streets and alleys form a road network in the City. An arterial road is a relatively continuous roadway with relatively high traffic volume, long average trip lengths, and higher operating speed.

The major and minor arterial roads that serve the City are:

SR 103	Ocean Beach Boulevard, from 10th South to 2nd North
Washington Avenue	Bolstad Avenue
10th Street South	2nd Street North

A roadway that collects and distributes traffic between local roads and arterials is a collector road. The major collectors in the planning area are:

Pioneer Road	Oregon Avenue
Idaho Avenue	California Avenue
S. Boulevard	N. Boulevard

Local roads are all public streets that are paved and unpaved not designated as arterials or collectors. There is a network of local streets in the City that collects and distributes local traffic on major and minor collectors.

Pedestrian and Bicycle Boulevards

The City of Long Beach has developed boulevards that serve pedestrian and bicycles. These boulevards provide alternate modes of travel within the City and the City Service Area.

SR101 HPV Lane: This lane is a designated lane for HPV's (Human Powered Vehicles). It is immediately west of the SR 103 from south to north city limits. From 4th North to 10th South the lane moves west to the Ocean Beach Boulevard and becomes a combined Pedestrian and HPV Boulevard as a designated lane west and abutting Ocean Beach Boulevard.

Dune Trail: This boulevard begins at 17th South and continues to 14th North. It is a paved boulevard that is east of the Ocean front dune area.

Boardwalk: This Boulevard begins at 10th Street South and ends at Bolstad Street.

Discovery Trail: This boulevard includes the Dune Trail and is proposed as a multimodal boulevard that extends south to the City of Long Beach Transportation Service Area, to Pacific County and connects with Beard's Hollow State Park and SR Loop 100 and the City of Ilwaco.

Mass Transit

The City of Long Beach is served by the Pacific Transit System. The system serves the entire County.

Map IV-1 shows existing and proposed improvements on city streets, the state highway, and the transit routes in the City of Long Beach and its urban growth area.

General Goals

1. To provide a multimodal traffic circulation system that encourages vehicular and pedestrian movement throughout Long Beach in a safe and efficient manner.

2. To address the traffic congestion in the downtown area during the peak season.

3. To inventory existing public transportation facilities with respect to ADA regulations.

4. To encourage intermodal boulevards within the City and within the City's Service Area, and connect the City to Ilwaco in the south and to the north of the Peninsula.

5. To educate the public on the importance of pulling over for emergency vehicles on the roadway.

6. To encourage pedestrian circulation throughout the City by providing pedestrian boulevards, sidewalks and walkways that are ADA accessible, and protection from the elements of the weather over the sidewalks and walkways such as overhangs and awnings.

7. To encourage all modes of transportation (such as taxi, bus, shuttle, helicopter services) between the City and the Astoria Airport.

8. To upgrade the existing roadways.

9. To support a regional park and ride facility in the South County area. To encourage day-use parking of vehicles, local transit hub with ancillary services such as telephones, restrooms, and the provision of a shuttle service.

10. To encourage the City to participate with the Department of Transportation to conduct transportation studies to address the traffic problems.

11. To identify existing and new transportation corridors and routes within the transportation service area that can serve as multimodal corridors.

12. To reduce conflict and improve the use of sidewalks and avoid damage to property, the City should provide a safe alternative for skateboards, such as a skateboard park.

General Policies

1. The City Council should encourage the development of off-street parking in order to accommodate peak season traffic.

2. Pedestrian boulevard and sidewalk development should be encouraged throughout the central business district, commercial, and residential areas.

3. The City should prepare a transportation study in cooperation with the State Department of Transportation to address the traffic problems on SR 103.

4. The City should encourage resort development adjacent to the downtown core to reduce the vehicle use.

5. In the central business district only entrances to parking lots should be allowed off of Pacific Avenue with exits on adjoining side streets.

6. Encourage the establishment of a public/private partnership in an effort to address some of the traffic issues such as to provide parking areas, shuttle service, shelter amenities such as covered walkways to encourage people to walk.

7. The City should cooperate with the County to prepare a trail/pathway plan for the peninsula.

8. The City should utilize the proposed multi-purpose center site as a temporary parking area.

9. The City should explore transportation alternatives to improve traffic flow.

10. The City should provide amenities and facilities for pedestrians such as restrooms to attract pedestrians to the downtown.

11. Encourage cooperation between the City of Long Beach, City of Ilwaco, the County and Pacific Transit to develop a local transit hub/facility in the South County Area.12. 2nd Street North should be developed (for egress and ingress access) to limit traffic access and approach impacts to Bolstad Street.

12. The Pacific Transit System should be encouraged to coordinate schedules with the schedules of the transit systems in the adjacent counties, to ensure smooth bus transfers.

13. The City should extend the Dune Trail to the north and south city limits and connect the Trail with Discovery Trail

14. The City should assist in the development of Discovery Trail as a pedestrian and bicycle boulevard in its Transportation Service Area.

Level of Service Standards

Level of service is an estimate of the quality and efficiency of facilities and services provided in a community. It is a measure that describes the operational conditions on roadways and transit systems.

The Growth Management Act requires that level of service standards be adopted for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated.

The following table shows the 1985 Highway Capacity Manual scale and description of level of service provided on streets and highways:

Level of Service	Description
A	Free flow. Low volumes and no delays.
B	Stable flow. Speeds restricted by travel conditions, minor
C	Stable flow. Speeds and maneuverability closely
D	Stable flow. Speeds considerably affected by change in
E	Unstable flow. Low speeds, considerable delay, volume

F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.

The Southwest Washington Regional Transportation Planning Organization (RTPO) adopted the following level of service standards (LOS) based on the 1985 Highway Capacity Manual for the region:

C - roads in rural areas

D - within the City limits

The following level of service standards are applied to the City's arterials and collectors in the table below:

Table IV-1
Level of Service (Roads & Pathways)

Route	Existing LOS			Proposed LOS				
		V	P		V	P		
SR 103	F/D	B		D	B			
Sandridge		C	NP/F		D	C		
Pioneer Road	C	NP/F		D	C			
S. 10th Street	D	C		D	B			
S. Boulevard	D	D		D	B			
N. Boulevard	E/D	D		D	B			
Dune/Discovery	Trail/Boulevard			F	NP/F		D	C

V - Section of the route for motorists and vehicular traffic
P - Section for non-vehicular traffic (pathway for pedestrians, equestrians, wheel chairs, etc.)
NP - No existing pathway/boulevard

The existing and proposed LOS are based on the period of most congestion on peak or seasonal times i.e. on SR 103 existing LOS is F in the summer time and D the rest of the year.

This poses as a major problem for the emergency vehicles. The problem is developing and should be addressed.

The following actions are recommendations to enable the existing road network to operate at or near the above proposed LOS.

1. Development of Shoreview Drive to serve as an alternate north/south arterial.

2. Designate Ocean Beach Boulevard S. between S. 10th Street and Bolstad as an alternate local route, and improve its level of service.

3. An extension of 2nd Street/68th Place to connect Sandridge Road. This road will serve as a major collector and distributor of traffic between SR 103 and Sandridge Road, and on to local streets.

4. Traffic on the SR. 103 through town is expected to increase within the next 20 years. This prompts the need to improve Sandridge Road as an alternate local route by widening, leveling and overlaying the roadway.

5. Construct and pave a street to the proposed multipurpose center site, to enable the site to be used as a temporary parking area. The facility would encourage visitors and locals to park their cars and walk or ride on a shuttle to downtown, to reduce congestion through town.

7. The intersection of S. 10th Street and SR 103 should be improved by realignment, or other solutions (flashing light, traffic circle) for improving safety and traffic flow.

8. Signage throughout the City (such as directional signs, city limits, informational signs, etc.) should be improved. With regards to the future establishment of the E-911, which will provide coordination in updating signs, the City should consider participating in the County grid street system.

9. The following roadways should be reconstructed, including sidewalks and storm drainage: Ocean Beach Boulevard Avenue from 10th Street south to 2nd North; and Washington Avenue from 20th Street South to Pioneer Road.

11. 2ND Street South, 4th Street South, and 6th street south should be developed as service alleys when development occurs there. Sidewalks and off-street parking should not be provided there. These streets should only further be developed from Ocean Beach Boulevard west to Seashore Drive.

12. New residential or commercial plats should provide alley ways to offer an opportunity for service vehicles to use without congesting the main streets; in a mixed commercial/residential area it allows for parking in the back of the property/building; they also serve as 'utilidors' (a corridor for utilities).

13. 11th South to Beards Hollow and Ilwaco: An intermodal boulevard serving the Long Beach-Seaview-Ilwaco area should be developed to provide an alternate transportation route and reduce vehicle use on the SR103-SR101 route.

Map IV-1 Existing and Future Transportation Map of the City of Long Beach Transportation Service Area (With Expansions and Improvements) Actions (projects) needed to meet the proposed Level of Service Standards

Funding Sources

The City should seek adequate long-term funding for transportation from a variety of sources. These may include:

The Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Efficiency Act (TEA-21), Surface Transportation Plan (STP), Transportation Enhancement Funds;

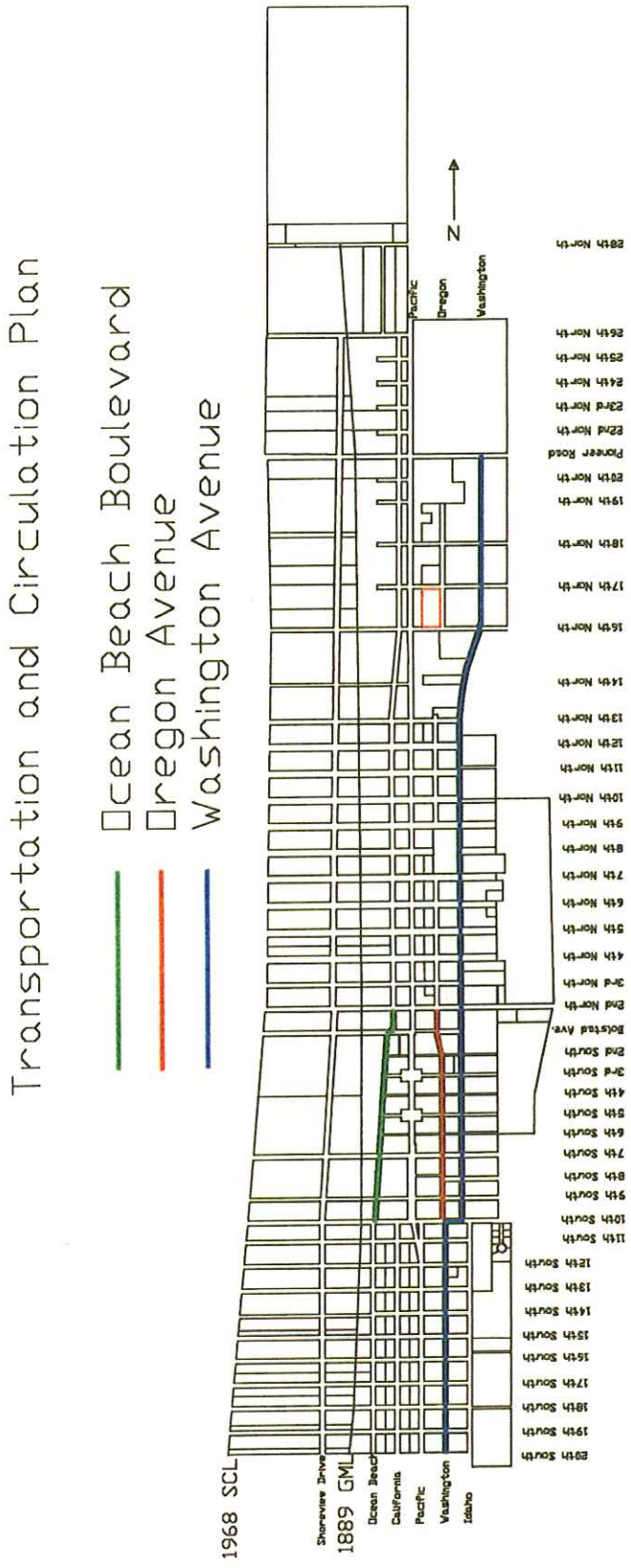
State Funds, such as the Transportation Improvement Account (TIA), and the Public Works Trust Fund (PWTF);

Local Improvement Districts (LID);

Other Local Funds including grants from private donors, donated easements and other sources.

Multi-Year Transportation Plan

Map IV-1 Existing and Future Transportation Map (With Expansions and Improvements)Actions (projects) needed to meet the proposed Level of Service Standards



A multi-year financing plan based on the needs identified should be prepared, and will serve as a basis for the six-year street plan required by RCW 35.77.010.

The transportation needs are identified in the section on actions or improvements needed on selected roads to meet the proposed levels of service. The Six-year transportation plan identifies roads and describes the proposed improvement, the estimated cost and source of funding.

V
UTILITIES ELEMENT

The element consists of the general location, proposed location and the capacity of all existing and proposed utilities including but not limited to electrical lines, telecommunication lines, water, sewer and storm water lines, consistent with the Growth Management Act (RCW 36.70A.070(4)).

Urban Growth Area

The city recognizes that the provision of urban services is essential. By designating an urban growth area, the City is ensuring planning for adequate urban utilities within this area.

Utility Service Area

The City recognizes that provision of urban services extends beyond the UGA to the Utility Service Area and that these services provide important links and support to Pacific County and the City of Ilwaco.

Inventory and Analysis

The utility services provided by the City of Long Beach are water, sewer, and storm and surface drainage. The Public Utility District No. 2 provides electricity to the city; P.T.I. provides telephone services; Falcon Cable provides cable television services under franchise, and solid waste collection is done by Peninsula Sanitation that also runs a recycling program.

City Managed Utilities

Water Service Area

The City operates a water system that serves the City of Long Beach, Seaview, and north to Cranberry Road on SR 103 and other adjacent areas. The existing service area of the water system is 1,946 acres, and it includes all the land within the City limits, Seaview, and other adjacent areas. It extends south to the northern boundary line of the City of Ilwaco, north to

Cranberry Road, east to Sandridge Road, and west to the shoreline.

Sewer Service Area

The City operates a sewer system that services the entire City. This includes the north section of the City from Pioneer Road to the north of the Breakers Hotel, the most recent area connected to the system.

Storm and Surface Drainage Service Area

The City is concerned about the control and prevention of flooding, erosion, siltation, as well as, the environmental impacts associated with storm water runoff. To address these concerns, the City has established a storm drainage program that will provide and maintain a system of storm drainage facilities and controls designed to protect the property of residents, as well as preserve the environment.

Non-City Managed Utilities

Power Supply

The Pacific County Public Utility District No. 2 (PUD), formed in 1936, serves all of Pacific County with the exception of the Grayland- North Cove-Tokeland area, which is served by the Grays Harbor County P.U.D. on their own lines and on lines leased from the P.U.D. No. 2, and an area in the east which is served by Lewis County P.U.D.

The P.U.D. operates a 12.5 kV four wire multi-grounded distribution system, both overhead and underground. The utility is a full requirements purchaser of electricity from the Bonneville Power Administration.

The Pacific County P.U.D. owns and maintains seven substations throughout the county. The substations and their capacities are:

1.	Valley Substation	5/6.25 Mva
2.	Henkle Street Substation	15/20.1 Mva*
3.	Skidmore Substation	12/16/20 Mva*
4.	Naselle Substation	5 Mva
5.	Hagen Substation	10/12.5 Mva
6.	Long Beach Substation	12/16/20 Mva*
7.	Ocean Park Substation	15/20/25 Mva

* BPA transformers, P.U.D. delivery @ 12.5 kV.

The proposed extensions and improvements in the unincorporated area of the county, and all four cities; and the future goals and objectives are the following:

a. The public Utility District No. 2 of Pacific County has short and long range plans to maintain the existing system to allow for the maximum in reliability at the lowest possible cost.

b. New extensions will be installed for customers or developments as applications are finalized. Existing facilities will be upgraded to meet the growth areas

Solid Waste

The City has a contract with Peninsula Sanitation Service to operate a solid waste collection service in the City. The waste is collect and transported to a transfer station in the City operated by Pacific Solid Waste Disposal Inc.

Pacific Solid Waste Disposal also operates a recycling system at the transfer station in the City. The company sorts incoming waste for recyclable materials, and also offers buy-back service to the public on a limited basis. Materials recovered include glass, aluminum, ferrous metal, newspaper, cardboard, computer paper, plastic, and automobile batteries.

Telecommunications

The telecommunications services provided to the City of Long Beach are cable television and telephone services.

PTI Communications provides telephone services to the City and surrounding areas. There are three exchanges on the Long Beach Peninsula (Ocean Park, Long Beach, and the Chinook exchanges). The Long Beach exchange, which includes the City of Long Beach, the City of Ilwaco, and the surrounding areas has 3,475 hookups, with a growth rate of 4.4%.

Cable television service in the City is provided by Falcon Cable Company. The existing channel capacity to the area is 22 channels.

General Goals

1. To continue to upgrade and improve sewer and water service lines in the City.

2. To continue improving street lighting in the City, neighborhoods, and commercial areas, to encourage pedestrian use and to deter crime.

3. To increase the efficiency of all utilities through cooperation and utilization of common utility corridors.

4. To encourage providers of telecommunication services to improve their services to the planning area by improving the level of service, for example television reception quality should be improved; reliability and number of channels should be increased.

5. To provide specific services for emergency communications to improve the response to emergencies in the area.

6. To establish uniform level of service standards that meet public health, safety and welfare for all public utility services, such as fire service, water, storm water discharge.

General Policies

1. The City should monitor communications franchises to ensure the provision of efficient services.

2. The City should establish level of service standards for all utility services, including private utilities such as telecommunications services, to ensure efficient provision of services to the entire City.

3. The City should designate land in the planning area for a utility corridor for different utility lines to ensure efficiency and reduce cost.

4. The City should continue to participate with the other cities and the County to establish and operate an E-911 system to serve the entire County and improve emergency management responses.

5. In an effort to improve the aesthetics of the City, the P.U.D. should be encouraged to bury overhead lines or route electrical lines in the alleys, away from the commercial core.

6. The City should upgrade existing water pipes and fittings to comply with the Safe Drinking Water Act, and ensure the provision of clean and safe potable water.

CAPITAL FACILITIES ELEMENT

The Capital Facilities Element sets policy direction for determining capital improvement needs and for evaluating proposed capital facilities projects. It also establishes funding priorities and a strategy for utilizing various funding alternatives.

This element was developed in accordance to Section 36.70A.070 of the Growth Management Act, which requires that the capital facilities element consist of a) an inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; b) a forecast of the future needs for such capital facilities; c) the proposed locations and capacities of expanded or new capital facilities; d) at least a six-year plan that will finance such capital facilities within projected funding capacities, and clearly identifies sources of public funding for such purposes; and e) a reassessment of the land use element if probable funding falls short of meeting existing needs, and to ensure that the land use element, capital facilities plan element, and financing plan are coordinated and consistent.

The element is also in accordance with the County-Wide Planning Policies developed for siting of public capital facilities of a county or statewide significance:

- The County and Cities should inventory existing public capital facilities and identify facilities that need to be expanded or constructed. A county-wide list should then be prepared from the local lists to serve the entire county.

- A multi-agency review board should be established by interlocal agreement and granted authority to review and analyze proposals. Binding mitigation should be cooperatively prescribed in accordance with the following sub-policies:

    a. Development regulations or standards providing specific siting criteria for proposed projects.
    b. An assessment of the impact of the facility on the government entities in terms of transportation, housing, education, services and utilities, and the environment.
    c. An analysis of the short and long-term costs and benefits of the proposed facility to the cities and county.
    d. Public participation in the process will be through public hearings, including but not limited to surveys and advisory votes.

- Essential public facilities should not be located in Resource Lands and Critical Areas if incompatible.

- Essential public facilities should not be located beyond Urban Growth Areas unless they

are self-supporting and do not require the extension of governmental services.

Inventory and Analysis of Existing Public Capital Facilities

Water System

The City of Long Beach water system operates the largest water system on the Long Beach Peninsula, serving a seasonal peak of approximately 1,700 connections. About 1,400 connections are residential and 300 are commercial. There are no major industrial users in the service area. The City obtained the Mountain Spring Water Company in 1952 and has upgraded and expanded the system since that time.

The City's existing water system includes a system of impoundments for raw water supply, a water treatment plant constructed in 1978 and rated at 1.5 MGD, two storage reservoirs with a capacity of 1.1 MG total, a series of transmission lines and an intertie with the City of Ilwaco water system. The system serves the City of Long Beach, adjacent areas north and east of the City limits, and the unincorporated Town of Seaview to the south.

Long Beach currently pumps and treats raw surface water obtained from two impoundments located east of the City. The Yeaton/Baker impoundment was constructed in the early 1930s and has since been improved to provide 10 million gallons of storage behind an earth fill dam. The Dohman Creek Impoundment was constructed in 1978 and has a storage capacity of 19 million gallons. It also has the capability of being raised to increase its overall storage capacity. In addition to the two major impoundments, water from Matticks Creek is pumped into the Yeaton/Baker Reservoir during summer months to augment storage by an average of 1.9 million gallons, and according to the City's Comprehensive Water System Plan (1991), the City has water rights to Rikkola Creek as a potential source. The City has total water rights to 1.87 MGD.

Water supply tests for the City's raw water supply indicate a relatively high concentration of iron and excessive levels of turbidity and color. The treatment plant provides a chemical addition that removes iron and reduces turbidity and color levels. According to the comprehensive Water Plan, the system was in compliance with state and federal water quality regulations. As of 1991, the water treatment plant was meeting the water quality standards for which it was designed. The facility met the limits for fecal coliform and toxic compound and was within the 1.0 NTU limit for turbidity. The Surface Water Treatment Rule, however, could force the City to reduce the capacity of the plant from 1.5 MGD to 1.2 MGD because of the Rule's requirement for 0.5 NTU turbidity. Monitoring data showed that the plant had exceeded the 0.5 NTU limit under previous operating conditions. To maintain capacity at 1.5 MGD under the Surface Water Treatment Rule, improvements may need to be made to the treatment plant.

Capacity vs. Demand - The quantity of water available for the City of Long Beach service area depends on the amount of precipitation, the watershed, and the local geological characteristics. The amount of precipitation that occurs in the summer months is critical because of the high seasonal population of the area. The Comprehensive Water System Plan estimates that the average annual precipitation for the area is 80.34 inches with only 6.89 inches falling for the seasonal period of June through August. Daily water demand during this period is 0.49 MGD, or 45 MG over the 92-day season, with a peak day demand of 1.2 MGD.

To increase flow for the system to meet demand the following actions are recommended in the 1994 County-wide Water and Sewer Study:

- Implement additional flow monitoring.

- Establish an additional intertie with the Ocean Park Water Company.

- Make improvements to the treatment plant to maintain capacity at 1.5 MGD and decrease turbidity to 0.5 NTU to comply with the Surface Water Treatment Rule.

- Increase storage volume or locate additional supply, or some combination, to meet future seasonal demands. Alternatives include a second impoundment on Dohman Creek, raising existing impoundments, increasing supply while only raising one impoundment, and development of groundwater wells.

Sewer System

The city of Long Beach's sewer system was established in the early 1950s. A secondary sewage treatment plant was constructed in the early 1970s and most of the systems pumps and lift stations were upgraded in the late 1970s.

The City has plans to add an aerobic digester and a new sludge holding tank. The projects would be financed through grants, loans and rate increases, and would presumably be constructed before the year 2000. The sludge holding tank would be constructed to bring the system into compliance with new "503 regulations" from the Environmental Protection Agency. The system is in compliance with all existing federal and state regulations. Overall, the system is in good shape with no major infiltration and inflow problems.

Capacity vs. Demand - The sewer system generally serves the area inside the city limits with some minor exceptions. The City does not plan to expand sewer service significantly beyond this boundary. Currently, the system has approximately 1,000 connections and is capable of processing 1.0 MGD. The peak use of the system for 1992 was .350 MGD, so the system has a

reserve capacity of .650 MGD. The City is in the process of updating the sewer comprehensive plan. This plan should be completed in mid 1997.

Police and Fire Protection Facilities

The City provides both police and fire protection to the entire city. The City also has an interlocal agreement with the City of Ilwaco to provide fire services. The City of Long Beach fire and police stations operate with the following facilities, equipment, and staff:

Fire Protection - Facility: 1 Fire Station; Equipment: 4 pumper trucks, 1 aerial truck (75 ft), 2 trucks (6/6 ft), 1 truck-gator (1600 gallons); Staff: 38 volunteer firemen.

Police Protection - Facility: 1 Police Station; Equipment: 8 police cars, 1 blazer (4/4 ft); Staff: 6 full time police officers (including a police chief), in the summer there are 4 additional part-time employees.

Medical and Emergency Facilities

The City is served by the Ocean Beach Hospital located in the City of Ilwaco.

Public Education Facilities

The City has an elementary school (grades 1-6). The middle and high schools that serve the City are in District 101, located in the City of Ilwaco.

Library

The City is served by the Timberland Regional Libraries located in the City of Ilwaco, and Ocean Park.

Public Restrooms

There are 4 public restrooms in the City, 2 of which were constructed by State Parks but are maintained by the City.

Public Parks

There is 1 municipal park - Culbertson Park, 7 mini parks in the downtown, a boardwalk that is 10 blocks along the shoreline (a gravel pathway along the boardwalk has been proposed), and

State parks along a third of the shoreline (1 mile).

Transportation Facilities

The City is served by a network of arterial, major and minor collectors, and local road system (which includes transit routes). Some improvements have been proposed to make the system more efficient:

Boulevard Avenue from 10th St. to 2nd St. N. - Reconstruction
Washington Street, Reconstruction and sidewalks
Various Streets - Asphalt overlay
Discovery Trail – Asphalt trail connecting the Dune Trail with Seaview and Beard's Hollow.

CAPITAL IMPROVEMENT PLAN

The Capital Improvement Plan is prepared to prioritize projects and predict fiscal trends based on revenues and expenditures of the City. This enables the City to maintain and improve public facilities and infrastructure to meet established standards. To ensure that the resources are available to provide the needed facilities, the capital improvement the City will review plan annually. Funding for projects in the CIP are secured from grants and other state and federal funds. The table below lists the projects and estimated total costs for the facility improvements.

Table VI-1
Project Summary

Facility	Project Description	Estimated Cost in 1994 $
Sewer	Update treatment plant	1,000,000
Water	2 million gallon water tank, and plant improvement	1,300,000
Roads & Streets	Various road improvements	2,520,000
	Total Project Costs:	**$4,820,000**

Table VI-2 is the Six-Year Capital Improvement Plan. The plan lists each project and indicates the year the project will be initiated, the cost and source of funding.

TABLE VI-2
SIX-YEAR CAPITAL IMPROVEMENT PLAN

Year	Project Description	Costs in 1996 $	Funding Source
1997	Boulevard, 12th S. to 2nd N.	900,000	STP/TIB/UATA
1998	2 mill. gallon water tank, and water system improvement	1,300,000	Revenue Bond, PWTF Loan
1999	Update of Sewage Treatment Pl.	1,000,000	Revenue Bond, CERT Grant, PWTF Loan
2000	Oregon Ave.,10th S. to 2nd N.	40,000	Local
2002	Blvd Ave., 2nd St. N to 26th St. N.	80,000	Local
2003	Washington Street	1,500,000	STP/TIB/ UATA/Local
	TOTAL:	**$4,820,000**	

Funding Options For Capital Construction

Funding for capital construction of water and sewer systems, transportation and recreational facilities, etc., may be obtained from a variety of sources. Grants and loans from the federal and state governments have been one such funding source; others are general obligation bonds, revenue bonds, and special assessment or special benefit district formations, including local improvement districts (LID) bonds. Local governments also tap the resources of the private sector to help pay for capital construction, through developer contributions which are either imposed or negotiated with local governments.

To ensure that the City has the necessary financial capacity to fund current and future capital improvements, while maintaining an equitable balance between the burden of providing new facilities and the beneficiaries of those facilities, (as recommended in the 1994 Pacific County Capital Facilities Water and Sewer Inventory) the City should:

- Ratemaking policies should encourage water conservation

- Actively pursue state/federal financial assistance for capital projects which will allow for the leveraging of local funds

- Maintain financial policies that will ensure future population pays its fair share of the cost of capital improvements by assessing new development for the cost of extending services.

Conservation Measures

The City should make conservation objectives a part of the ratemaking process, and also look for ways to encourage conservation, such as highly visible education programs. In some ways these may be the most effective financial policies, if through these measures capacity improvements can be deferred or implemented in smaller increments, the impact on ratepayers will be reduced.

State and Federal Assistance

The City should aggressively pursue all appropriate channels to secure federal and state assistance. Since there is a relatively small rate base for utilities, any funds that can be brought from outside the area will have a significant impact on reducing the financial burden on the local residents.

Assessment of New Development

New development should pay the greater share of the incremental cost of extending water and sewer services, improving and developing infrastructure. This can be accomplished through a number of mechanisms including:

- Through the assessment of impact fees or connection charges, extract the necessary income from new customers to pay for their share of incremental capital cost system expansions and infrastructure improvements and development.

- Require developers to contribute to the cost of water and sewer extensions or road improvement or construction, either through a cash settlement, or by building the improvements as part of the development plan.

- Where a particular improvement will benefit only a portion of the population, the City should consider the formation of an LID to fund the necessary improvements. This is especially relevant in the case where a new development is proposed and seeking to be served, the City could require that a LID be in place to fund the appropriate capital improvements. This way the value of the land can support the infrastructure development while reducing the impact on

ratepayers without affecting the City's ability to use general obligation debt or special levies supported by property tax revenues.

VII
IMPLEMENTATION

This section outlines the procedures for the implementation, monitoring and evaluation of the comprehensive plan. The plan has reviewed the existing land uses, facilities, utilities and infrastructure, and identifies the community's needs, recommends improvements and establishes goals, objectives, and policies to effectively address issues identified. It is important to establish mechanisms to implement the policies, which should be reviewed and amended on a regular basis to measure the progress, and clarify inconsistencies that may occur as a result of changes in the community. The process also prepares the City for future updates of the plan. The procedures is the following:

- The plan will be reviewed and updated every five years by a committee (of city officials and citizens) appointed by the city council. The plan can be amended not more than once a year.

- The base-line data and measurable objectives will be updated when the plan is reviewed.

- Identify obstacles or problems that result in under-achievement of goals, objectives, and policies when plan is reviewed, and action will be taken to address identified problems.

- The City will update all existing development ordinances and establish new ones (if necessary) to implement the policies in the plan.

- The Planning Commission in conjunction with the City Council will monitor the process on a regular basis.

When the comprehensive plan is reviewed, or amended, a public hearing will be held before adoption of the amended or revised plan. By reviewing this document on a regular basis, The City of Long Beach will be able to rely on this document in decision-making, and also maintain public interest and support of the planning process, and adequately manage and direct development and growth in the City.