CITY OF LONG BEACH

Comprehensive Plan: 2020-2040

Amended September 18, 2023

Ordinance 1023

Acknowledgements

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Chapter 1. Introduction

The City of Long Beach Comprehensive Plan is a guideline for future growth in the community. It communicates to citizens, private developers, and other public agencies how the city will manage that growth over the next 20 years. Moreover, the Comprehensive Plan is the expression of the vision and desires of Long Beach citizens to ensure that their city remains a truly great place to live, work, and visit.

Planning under the Growth Management Act

The Growth Management Act (GMA) requires the City of Long Beach to prepare a comprehensive plan consistent with Chapter 36.70A of the Revised Code of Washington (RCW).

The Washington State Legislature adopted the GMA in 1990 because it found:

> "…that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning."[1]

The GMA provides both the legal structure and context for planning in both the city and Pacific County. The GMA is simultaneously hierarchical and bottom's up in approach. The basic planning framework mandated by the GMA requires Long Beach to:

1. Participate in regional planning efforts with Pacific County and the Cities of Ilwaco, Raymond, and South Bend to prepare and adopt countywide planning policies;
2. Prepare and adopt a comprehensive plan consistent with the GMA, the countywide planning policies, and the Southwest Washington Transportation Planning Organization Regional Transportation Plan; and
3. Prepare and adopt development regulations consistent with the Long Beach Comprehensive Plan. Examples of development regulations consist of critical areas, zoning, and subdivision laws.

[1] RCW 36.70A.010

The GMA requires local comprehensive plans to address the state's 13 broad planning goals. These are:

1. Encourage urban growth where facilities are adequate to meet service needs.
2. Eliminate sprawling, low-density development that is expensive to deliver services to and is destructive to critical areas, rural areas, and resource values
3. Encourage efficient, multi-modal transportation based on regional priorities.
4. Encourage a variety of affordable housing for all economic segments of the population.
5. Encourage economic development consistent with resources and facilities throughout the state.
6. Protect property from arbitrary decisions or discriminatory actions.
7. Issue permits in a timely manner and administer them fairly.
8. Maintain and enhance resource-based industries.
9. Encourage retention of open space and recreational areas.
10. Protect the environment and enhance the quality of life.
11. Encourage citizen involvement in the planning process.
12. Ensure that adequate public facilities and services are provided in a timely and affordable manner.
13. Identify and encourage preservation of historic sites.

Pacific County and the Cities of Ilwaco, Long Beach, Raymond, and South Bend prepared and adopted countywide policies as a foundation for common planning within all five jurisdictions.[2] The intent of these policies is to coordinate the broader aspects of how all five jurisdictions approach comprehensive planning within Pacific County. These eight policies addressed:

- Establishing urban growth areas
- Promoting contiguous and orderly development and providing urban services
- Identifying transportation facilities and strategies
- Providing for affordable housing for all citizens
- Encouraging joint county and municipal planning
- Planning for economic development and employment

[2] Appendix A contains a copy of the Countywide Planning Policies. A subsequent amendment occurred in 2009.

- Siting countywide and statewide public capital facilities
- Analyzing the fiscal impacts of growth

Cities and counties planning under the GMA must use these 13 goals and the countywide planning policies to develop their comprehensive plans. In addition, comprehensive plans must meet the specific requirements of Chapter 365-196 WAC, Procedural Criteria for Adopting Comprehensive Plans and Development Regulations. These are the specific state rules adopted by the Department of Commerce for determining compliance with Chapter 36.70A RCW.

The Comprehensive Plan is also the city's official policy document providing the rationale behind laws relating to zoning, critical areas regulations, land division, design guidelines, and other development standards. The GMA requires that all elements within the Comprehensive Plan be consistent with one another and that development regulations, too, must be consistent with the goals and policies of the Comprehensive Plan. The Shoreline Management Act also requires integration of Shoreline Master Programs within the Comprehensive Plan.

City of Long Beach Planning History

GMA planning in Pacific County began in October 1990 when the county and the four cities agreed to voluntarily chose to plan under the legislation.[3] The adoption of interim urban growth area boundaries occurred in 1996 and countywide planning policies the following year provided the framework for comprehensive planning for both the county and the cities. Very soon after these actions, Long Beach adopted its first comprehensive plan under GMA in late 1997.

In 2006, the city began an extensive rewrite of the Comprehensive Plan. Adopted in 2008, the plan prominently featured urban design concepts that capitalized on the city's ambiance as an early 20th century seaside community and emphasized bicycle and pedestrian improvements. The plan also incorporated an urban growth boundary that extended to the city's north and east.

However, the Washington Growth Management Hearings Board held in 2011 that the urban growth areas (UGA) delineated in the 2010 Pacific County Comprehensive Plan were inconsistent with RCW 36.70A.130. As a result, the county retracted many of its UGA boundaries, including reducing the Long Beach UGA to its current municipal boundaries.

Preparing the 2019 Comprehensive Plan Update

RCW 36.70A.130 requires the city to periodically review its comprehensive plan to ensure its consistency with the GMA and other state laws. The review and update

[3] Board of Pacific County Commissioners Resolution 90-123

process are important for Long Beach; cities and counties not in compliance with this section of the GMA may not receive "…grants, loans, pledges, or financial guarantees under Chapter 43.155 or 70.146…."

Because the 2008 Comprehensive Plan provided a solid planning foundation that the community continues to pursue today, the 2019 update process focused on integrating accomplishments, validating goals and strategies, removing non-priority projects, addressing changes in GMA legislation, and creating a more user-friendly document.

The city began the update process in October 2018 with a community workshop hosted by the Planning Commission that assessed changes in the community over the past 10 years and identified key issues to emphasize in updating the plan, which included: affordable housing, enhancing tourism, improving telecommunication infrastructure, promoting business, improving disaster preparedness, creating a user-friendly document, and determining future city boundaries.

Monthly community workshops followed that:

- Assessed community demographics;
- Reviewed growth projections and potential urban growth area scenarios;
- Evaluated goals and strategies for housing and neighborhoods, commercial development, capital facilities and public services, and transportation;
- Reviewed and edited a first draft of the update.

The Planning Commission held a public hearing on the draft Comprehensive Plan on September 10, 2019 and forwarded a recommendation for adoption to the City Council on October 8, 2019. The City Council held its workshop review of the plan on December 16, 2019 and decided to forward it to the Washington State Department of Commerce to initiate the required 60-day review by state agencies. Simultaneously, the city issued its threshold decision on the plan under the State Environmental Policy Act (SEPA).

After considering the comments received from the 60-day and SEPA review processes, the City Council passed Ordinance 981 on May 4, 2020, adopting the Comprehensive Plan.

Organization of the Comprehensive Plan

Section 1 of the Comprehensive Plan consists of seven elements that provide goals and policies for guiding future development in the city over the next twenty years.[4] These include:

[4] Mandatory elements under RCW 36.70A.070 include the land use, housing, capital facilities, utilities, transportation, economic development, and park and recreation element. The Land

Land Use Element	Establishes a framework for designating land use patterns and densities, accommodating future growth, protecting environmental assets, and guiding urban design.
Housing Element	Creates opportunities for safe, affordable housing of choice for all its citizens by implementing a range of actions that expand overall housing supply and affordability.
Capital Facilities & Public Services Element	Ensures existing development and future growth has adequate and cost-effective capital facilities and public services.
Utilities Element	Coordinates utilities that serve the community by public and private sector providers.
Transportation Element	Ensures the community has an adequate intermodal transportation network serving the needs of existing and future growth.
Economic Development Element	Outlines how the city can influence economic development through public and private infrastructure investment, land use regulations, and working with partners to promote Long Beach and regional development.
Sustaining the Comprehensive Plan	Explains how the city will protect private property rights, engage its citizens in planning, monitor the plan's progress, and make plan amendments.

Section 2 contains the Technical Information Section that provides background data, inventories, and analyses for the city's Natural and Human Environments. The information in this section provided the foundation for shaping the goals and strategies for each element in Section 1.

The plan also contains several appendices. These include a summary of citizen participation activities in the development of the plan and the Washington State Department of Commerce Expanded Comprehensive Plan Checklist.

Use Element adopts the city's Shoreline Master Program by reference. The Capital Facilities and Public Services Element similarly adopts the city's Park and Recreation Plan.

Chapter 2. Our Vision for Long Beach 2040

Over the next twenty years, the City of Long Beach will continue to grow as a vibrant resort community that shares its unique coastal environment with residents, businesses, and visitors.

- **We will manage our growth to provide a sound and diverse economic base where families can afford to live.**
- **We will create and maintain a pedestrian and bike-friendly community that has excellent infrastructure to meet the needs of our businesses, residents, and visitors.**
- **We will create a sense of place by establishing a healthy city center.**
- **We will establish an atmosphere of cooperation with our neighbors all along the Peninsula.**

Together, we will strive for a community where we pay tribute to our rich cultural and natural heritage; a community that has quality health care and other essential services; and above all is a safe place where residents can live, work, and play.

Chapter 3. Land Use Element

The Land Use Element is the heart of the Comprehensive Plan. It establishes a policy framework for designating land use patterns and densities, accommodating future growth, protecting environmental assets, and guiding urban design.

While each of the Comprehensive Plan elements must interrelate with one another under the Growth Management Act (GMA), the Land Use Element plays a special, leading role. The plan makes many of its decisions about housing, capital facilities and public services, utilities, transportation, and economic development in context with the contents of the Land Use Element. On the other hand, failure to achieve the goals and strategies in these other elements can hold back implementation of the Land Use Element. The use of the words "consistent" or "consistency" throughout the Comprehensive Plan describes this interrelationship between the elements

Designation of Future Land Uses

The Future Land Use Map (Figure 1) implements the goals and strategies of each element of the comprehensive plan. The map designates residential, commercial, resort, and public and quasi-public land uses in the city to:

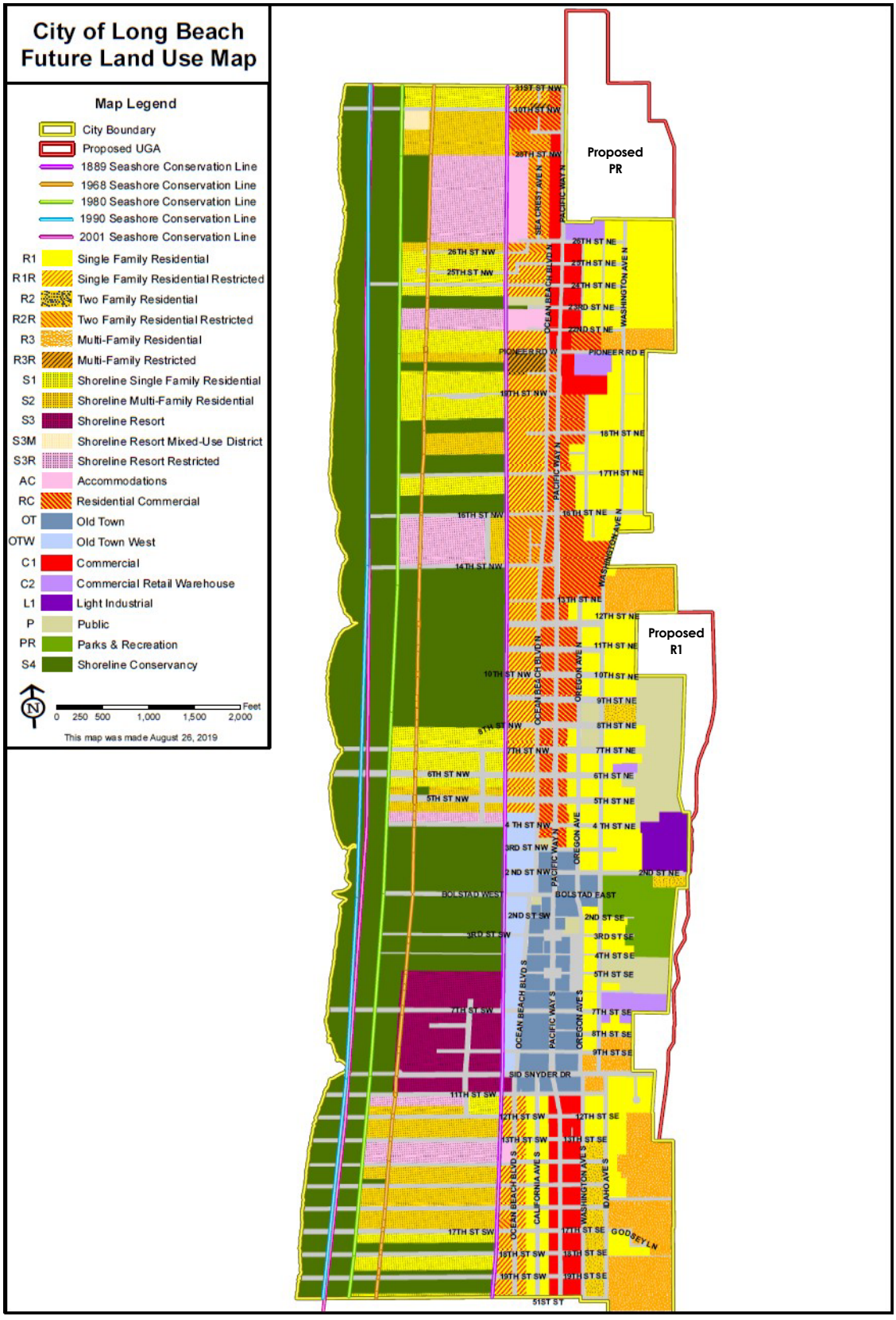
- Ensure the compatibility of land uses within and between areas;
- Promote a variety of housing types and styles for residents;
- Protect environmental assets and avoid potential constraints;
- Coordinate the location of public facilities and utilities; and
- Integrate land uses with a multimodal transportation network.

Residential Land Uses

The city's neighborhoods embody the historic character of Long Beach as a beach community. They serve a mix of full- and part-time residents living in a mix of housing types, that range from single- to multi-family homes. Required Design Guidelines for new housing in selected neighborhoods preserve the historic beach character of the city.

While the beach-facing neighborhoods are seeing growth in new homes and infrastructure, those situated east of Pacific Avenue date back to the city's earlier days. The city is committed to pursuing the revitalization of its older neighborhoods.

Figure 1: Future Land Use Map



Goal 3.1 Facilitate residential development that addresses the needs of Long Beach residents

Strategy 3.1.A Ensure there is an adequate supply of residentially zoned land for households of all income levels.

Strategy 3.1.B Locate high density residential areas within walking or biking distance of commercial areas that offer daily consumables and other services.

Strategy 3.1.C Establish zoning districts that allow for a variety of densities and residential building types.

Strategy 3.1.D Work with residents and property owners to define neighborhood boundaries, entrances, and trails through a neighborhood planning program.

Strategy 3.1.E Explore opportunities to revitalize neighborhoods east of Pacific Avenue that update public infrastructure. Consider using grant and loan resources such as the Small Communities Community Development Block Grant program or the Public Works Trust Fund for neighborhood projects.

Goal 3.2 Establish low density residential zoning districts that preserve the integrity of existing single-family residential neighborhoods.

Strategy 3.2.A Create a range of single-family residential districts that provide housing opportunities for residents within a variety of settings. These districts include:

- The Single-Family Residential (R1) District;
- The Single-Family Residential (R1R) District that meet the city's Design Guidelines; and
- The Shoreline Residential (S1) District.

Strategy 3.2.B Set densities in the R1 and R1R Districts to allow a maximum of seven dwelling units per acre with a minimum lot size of 6,000 square feet.

Strategy 3.2.C Set densities in the S1 District to allow a maximum of four dwelling units per acre with a minimum lot size of 10,000 square feet to protect the beach environment lying west of the 1889 Seashore Conservation Line and east of the 1980 Seashore Conservation Line.

Strategy 3.2.D Allow accessory uses in the single-family residential districts that serve the personal use of the primary residence.

Strategy 3.2.E Permit conditional uses in single-family residential districts that complement the character of the neighborhood, such as public-semipublic uses and daycare centers.

Strategy 3.2.F Locate new single-family residential neighborhoods in areas with adequate public services, capital facilities, utilities, streets, and safe pedestrian access to the city's recreation and commercial centers.

Strategy 3.2.G Encourage infill development in the R1 and R1R Districts that blends with the character of established neighborhoods

Goal 3.3 Establish medium density residential zoning districts that support a variety of housing options.

Strategy 3.3.A Provide for residential neighborhoods that primarily accommodate single- and two-family housing opportunities within a variety of settings. These districts include:

- The Two-Family Residential (R2) District; and
- The Two-Family Residential (R2R) District that meet the city's design guidelines.

Strategy 3.3.B Set densities in the R2 and R2R to allow a maximum of ten dwelling units per acre with a minimum lot size of 4,000 square feet per dwelling unit.

Strategy 3.3.C Allow accessory uses in the R2 and R2R Districts that serve the personal use of the primary residence.

Strategy 3.3.D Permit conditional uses in the R2 and R2R Districts that complement the character of the neighborhood, such as public-semipublic uses, daycare centers, and bed and breakfast inns with 15 or less guestrooms.

Strategy 3.3.E Locate R2 and R2R Districts in areas served by adequate public services, capital facilities, utilities, streets, and safe pedestrian access to the city's recreation and commercial centers.

Strategy 3.3.F Encourage infill development in the R2 and R2R Districts that blends with the character of established neighborhoods.

Goal 3.4 Establish a medium density residential district within the shoreline environment that protects the beach environment and reflects the historical character of the city.

Strategy 3.4.A Provide for a Shoreline Multi-Family Residential (S2) District that accommodate single- to four-family housing opportunities that protect the ocean beach environment and meet the city's design guidelines.

Strategy 3.4.B Limit densities in the S2 District to protect the unique beach environment lying west of the 1889 Seashore Conservation Line and east of the 1980 Seashore Conservation Line. The maximum density in

this district varies based on the following minimum lot sizes required for:

- Single-family residences: 10,000 square feet;
- Two-family residences: 12,000 square feet;
- Three-family residences: 14,000 square feet; and
- Four-family residences: 16,000 square feet.

Strategy 3.4.C Allow accessory uses in the S2 District that serve the personal use of the primary residence.

Strategy 3.4.D Permit conditional uses in the S2 district that complement the character of the neighborhood, such as public-semipublic uses, congregate care facilities, and daycare centers.

Strategy 3.4.E Locate S2 Districts are in areas served by adequate public services, capital facilities, utilities, streets, and safe pedestrian access to the city's recreation and commercial centers.

Goal 3.5 Establish a high density residential districts that provides a variety of housing opportunities for people of all incomes and needs.

Strategy 3.5.A Provide for residential neighborhoods that will allow all residential types, including high density housing opportunities up to four dwelling units, within a variety of settings. These districts include:

- The Multi-Family Residential (R3) District; and
- The Multi-Family Residential (R3R) District that meet the city's design guidelines.

Strategy 3.5.B Set densities in the R3 and R3R to have up to 14 dwelling units per acre with a minimum lot size of 3,000 square feet per dwelling unit.

Strategy 3.5.C Allow accessory uses in the R3 and R3R Districts that serve the primary residence.

Strategy 3.5.D Permit conditional uses in the R3 and R3R Districts that complement the character of the neighborhood. This includes multi-family units with five or more units, manufactured home parks, public-semipublic uses, daycare centers, bed and breakfast inns with 15 or less guestrooms, and small-scale congregate care or group home facilities.

Strategy 3.5.E Locate R3 and R3R Districts in areas served by adequate public services, capital facilities, utilities, streets, and safe pedestrian access to the city's recreation and commercial centers.

Strategy 3.5.F Encourage in-fill development in the R3 and R3R Districts that blends with the character of established neighborhoods.

Commercial Land Uses

The historic downtown and commercial areas of Long Beach cater to the needs of both residents and visiting tourists. Straddling Pacific Avenue, many of the commercial land uses reflect a connection to historic West Coast beach communities. Preserving that ambiance through zoning and design guidelines is important not only to Long Beach's identity but sustaining its appeal to visitors and seasonal residents who contribute significantly to the local economy.

While tourism-related uses are an important component of Long Beach commercial base, so are the general commercial uses that serve the daily needs of full-time residents. Some of these uses are not always compatible with maintaining historic beach community themes, yet they still need accommodation within commercial areas. Providing appropriate locations for them in designated areas will minimize land use conflicts.

Goal 3.6 Diversify the commercial base to generate a variety of business types in the city.

Strategy 3.6.A Maintain distinct commercial zones and standards for visitor-serving, resort and neighborhood-serving businesses.

Strategy 3.6.B Market the city's attractiveness for telecommuters to businesses in nearby metropolitan areas as well those seeking remote branch office locations.

Strategy 3.6.C Create new commercial niches to expand and diversify the economic base of Long Beach.

Strategy 3.6.D Develop standards that anticipate and can accommodate different business types and sizes.

Strategy 3.6.E Integrate development of large scale projects with the architecture of our small seaside community to support and reinforce this traditional hometown architecture.

Goal 3.7 Make efficient use of commercial land.

Strategy 3.7.A Examine the Zoning Ordinance to determine whether the regulations create barriers to commercial development and consider amendments where appropriate.

Strategy 3.7.B Ensure specific uses are located in the commercial areas best suited to the type of use and target customer base.

Strategy 3.7.C Provide incentives for building facades to be set back from the street edge in order to create well-designed street level outdoor spaces and café concept spaces that enhance the pedestrian environment and add to the commercial viability of the commercial areas.

Strategy 3.7.D Encourage commercial properties to provide parking on site, preferably towards the rear or side of properties.

Strategy 3.7.E Allow the location of residences in upper floors of commercial buildings provided they do not detract from the goal of the district.

Goal 3.8 Establish an Old Town commercial district that promotes tourism with an early twentieth century seashore theme that provides a compact retail, pedestrian-oriented core.

Strategy 3.8.A Emphasize light-to-moderate intensity commercial uses that encourages foot-traffic in an attractive downtown setting with a unifying theme.

Strategy 3.8.B Permit a mix of retail, eating and drinking establishments, business and professional offices, personal services, entertainment venues, and lodging with 25 or fewer units.

Strategy 3.8.C Establish two independent Old Town districts that accommodate height standards to accommodate ocean views:

- Create an Old Town (OT) District, located east of Ocean Beach Boulevard, limits building heights to 35 feet; and
- Create an Old Town West (OTW), located west of Ocean Beach Boulevard, may allow building heights up to 55 feet.

Strategy 3.8.D Require Commercial buildings and streetscape in the OT and OTW Districts adhere to the Old Town Design District guidelines.

Strategy 3.8.E Allow conditional uses that complement Old Town Districts, such as outdoor sales and service associated with a primary structure, custom manufacturing for retail sales on premises, cottage industries, community centers, public and semi-public uses and structures, and lodging with 26 or more units.

Goal 3.9 Establish a residential commercial district that provides a mix of residential and low-impact commercial uses in a pedestrian oriented neighborhood that serves the needs of residents and visitors.

Strategy 3.9.A Allow a mix of housing opportunities and compatible businesses, such as retail trade, professional and personal services, lodgings, restaurants, and entertainment venues in the Residential-Commercial

(RC) District. Avoid commercial uses that create intensive impacts to residences, such as excessive noise, light, smells, or vibrations.

Strategy 3.9.B Locate the RC District along either side of Pacific Avenue, from 3rd Street N to approximately 19th Street N or Pioneer Road.

Strategy 3.9.C Allow higher intensity commercial activities as conditional uses in the RC District, such as automobile repair and services, daycare centers, public and semi-public uses, and recreational vehicle parks east of Pacific Avenue/SR 103.

Strategy 3.9.D Require structures in the RC District to comply with early 20th century beach architectural design guidelines.

Goal 3.10 Establish a commercial district with a mix of residential uses that primarily serves the needs of all city residents for basic goods and services.

Strategy 3.10.A Allow a mix of moderate to intense commercial uses and services in the Commercial (C1) District that satisfy daily resident needs, such as general retail, personal and professional services, and warehouse-type businesses within enclosed locations.

Strategy 3.10.B Include visitor amenities and a blend of residential uses in the C1 District.

Strategy 3.10.C Allow a mix of conditional uses that complement the C1 District, such as motels and hotels, residential uses, group homes and congregate care facilities, and public-semipublic uses and structures.

Strategy 3.10.D Locate the C1 District generally along Pacific Avenue, south of 11th Street S to the City limits and from the 19th Street N/Pioneer Road area north to the City limits.

Strategy 3.10.E Require structures in the C1 District to comply with early 20th century beach architectural design guidelines.

Goal 3.11 Establish a district that provides for tourist lodging and visitor oriented commercial uses with an early twentieth century seashore theme.

Strategy 3.11.A Establish the Accommodations (AC) District to principally allow low intensity visitor related commercial activities, such as bed and breakfast inns of 15 or fewer guestrooms, hotels and motels with 25 or fewer guestrooms, and vacation rentals.

Strategy 3.11.B Allow conditional uses that complement the AC district, such as larger hotels and motels, public and semi-public uses, and resort/conference complexes.

Strategy 3.11.C Require structures in the AC District shall comply with early 20th century beach architectural design guidelines.

Goal 3.12 Establish heavy commercial and light industrial districts for uses and activities that impact residential and visitor commercial uses.

Strategy 3.12.A Create a Commercial Retail/Warehouse (C2) and a Light Industrial (L1) Districts to provide areas in the city for uses and activities that potentially create noise, light, odors, and other impacts to less intensive land uses.

Strategy 3.12.B Locate intensive commercial uses in these districts, such as light manufacturing, processing, storage, distribution and wholesale centers, warehouses, and outdoor storage.

Strategy 3.12.C Locate the C2 and L1 Districts generally along eastern and northeastern edges of the city and buffer from residential uses.

Strategy 3.12.D Adopt development standards for heavy commercial and industrial areas that minimize noise, air quality, lighting, and aesthetic impacts to other districts.

Strategy 3.12.E Avoid traffic congestion by careful locating intense commercial and industrial uses away from tourist commercial and residential areas.

Resort Land Uses

The Long Beach Peninsula has been a popular Northwest tourist destination for nearly 150 years. Visitors of all backgrounds come to its ocean beaches to enjoy active and passive recreation for a day and often for an extended stay. Providing a variety of lodging opportunities for visitors is a cornerstone to the city's economy.

It will be important for the city to carefully manage resort land uses to ensure Long Beach remains a quality destination. Strategies for managing resort land uses must focus on preserving the ambiance of a historic beach community, minimizing impacts to other land uses, and protecting the natural environment that makes Long Beach such a special place to visit.

Long Beach also plays an important role as a lodging destination for the entire peninsula. The popularity of the ocean beaches as a tourist destination will likely grow as the region's population and economy continues to grow. However, future large resort development in the area will need the urban services required under the Growth

Management Act that only the city can provide. Planning for this future growth potential in the city will be important for the region's economy.

Goal 3.13 Ensure an adequate supply of land to accommodate future resort development.

Strategy 3.13.A Monitor the demand for resort development on the Long Beach Peninsula and continue to explore the extension of the urban growth boundary in the future to accommodate resort land uses.

Goal 3.14 Provide for a range of tourist-oriented lodging and commercial development that includes hotels, motels, bed and breakfasts inns, and vacation rentals that draws on and protects the beach environment.

Strategy 3.14.A Create a range of shoreline resort districts that establish a coastal resort setting with a variety of development opportunities, uses, and activities that include:

- The Shoreline Resort (S3) District, which allows lodgings with 25 or fewer guestrooms, vacation rentals, tourism-related retail, eating and drinking establishments, and personal services businesses;
- The Shoreline Resort Restricted (S3R) District, which focuses on allowing only lodgings with 25 or fewer guestrooms and vacation rentals; and
- The Shoreline Resort Mixed Use (S3M) District that is similar to the S3R District, but includes multifamily dwellings with 25 or fewer units.

Strategy 3.14.B Cluster resort land uses in areas between the 1889 and 1980 Seashore Conservation Lines.

Strategy 3.14.C Allow conditional uses that complement resort districts, such as lodging or multifamily dwellings with 26 or more units, public and semi-public uses and structures, and resort/conference complexes.

Strategy 3.14.D Require structures in the resort land use districts to comply with early 20th century beach architectural design guidelines.

Goal 3.15 Support the development of lodging to cater to a growing number of visitors.

Strategy 3.15.A Encourage the development of resort lodging and amenities that attract visitors year-round.

Strategy 3.15.B Increase the amount of land zoned for resort development, particularly in non-oceanfront locations.

Strategy 3.15.C Discourage the conversion of resorts and other short-term stay entities into non-itinerant condominiums.

Goal 3.16 Provide clear development standards for itinerant lodging and amenities.

Strategy 3.16.A Adopt development standards, design guidelines and incentives that will foster resort development that will enhance the natural and built setting of the city.

Strategy 3.16.B Encourage the design of resorts and visitor amenities that promote eco-tourism and integrate the natural beauty of the area into the site design and architecture.

Strategy 3.16.C Coordinate, facilitate and regulate short-term stay options for visitors to have minimal impact on the city's permanent residents.

Strategy 3.16.D Coordinate the management of vacation rentals or short-term rentals in the city and work with owners and public service providers such as the police and firefighters to develop a set of acceptable standards and practices for renters and owners. Require city licenses for vacation rentals, with requests reviewed by all appropriate building and public safety departments.

Strategy 3.16.E Identify desirable areas in the city for bed and breakfasts and provide development standards that will ensure compatibility with surrounding neighborhoods.

Strategy 3.16.F Mitigate the parking impacts of resort development through creative incentives and access to public trails and transit.

Strategy 3.16.G Encourage visitors to move throughout the city by means other than personal vehicles by providing shuttles, creating clear connections and safe routes for pedestrians and bicyclists between resorts and commercial areas, and implementing the city's plan for multimodal circulation.

Strategy 3.16.H Require the provision of bicycle storage facilities in resort development.

Strategy 3.16.I Develop public-private partnerships to finance facilities that support the tourist economy and draw new visitors such as a community center, a pavilion, trails, or a new interpretive center.

Public and Quasi-Public Land Uses

Public and quasi-public land uses play an important role in enhancing and supporting the quality of life for Long Beach residents and visitors. These uses in the city serve publicly-owned uses and activities as well as those owned and operated by nonprofit, religious, or charitable institutions.

This land use designation acknowledges both current uses and the need to set aside lands for future development. The location in the city of new public and quasi-public uses should reflect the intensity of the proposed use, their impact to neighboring uses and activities, and their relationship to streets and infrastructure.

Goal 3.17 Identify areas for public and quasi-public uses that serve the city's residents, businesses, and visitors.

Strategy 3.17.A Plan for future public facilities, including parks, civic centers, public parking, medical facilities, transit facilities, and other public amenities.

Strategy 3.17.B Locate public facilities along streets that have the capacity to handle related traffic flow and are conveniently located for users.

Strategy 3.17.C Review the design of public facilities near residential and commercial districts to ensure their compatibility with the historic beach character of the city.

Goal 3.18 Establish districts that accommodate public and quasi-public uses.

Strategy 3.18.A Establish a Public (P) District that provides for public and quasi-public facilities, such as large infrastructure facilities, civic centers, schools, public parking lots, medical facilities, and wireless communication facilities.

Strategy 3.18.B Establish a Parks and Recreation (PR) District to provide for publicly and privately owned parks, recreation facilities, campgrounds, and cultural facilities that serve residents and visitors.

Accommodating Future Growth

The City of Long Beach anticipates the growth rate it has experienced over the past twenty years to continue. Currently there is adequate land within the designated urban growth area to accommodate the demand for land serving residential and commercial development.

The city will be requesting Pacific County to adopt slight adjustments to the city's urban growth area boundary to the east. This move will enable existing residences at urban

densities just outside the boundary to connect to city sewer, which will enhance the protection of surface and groundwater quality in this area. In addition, the city will also request expansion of the boundary to include current and potential recreational areas that include the existing Peninsula Golf Course property and the undeveloped area up to Tinker Lake (see Figure 1 on page 9).

Goal 3.19 Accommodate residential and commercial development over the twenty-year planning period within the city's current urban growth area.

Strategy 3.19.A Anticipate that the City of Long Beach will grow 0.7 percent annually, resulting in a potential future population of approximately 1,685 full-time residents by 2040.

Strategy 3.19.B Address the need for approximately 130 new housing units to accommodate the population increase by 2040.

Strategy 3.19.C Anticipate that 110 part-time, seasonal residents will construct 50 single-family or duplex homes in the city over by 2040.

Strategy 3.19.D Consider the extent of infill development opportunities within the city's existing urban growth area before proposing its expansion.

Strategy 3.19.E Monitor and adjust population projections annually to ensure the city can continue to accommodate future residential and commercial growth within its current designated urban growth area. Annual analysis of growth trends should consider the following trends:

- Regional economics that influence local conditions;
- Housing construction activity, especially relating to its affordability, what builders are building, and who it benefits; and
- Demographic characteristics, such as household size, income, and full-time/part-time residency.

Strategy 3.19.F Continue to coordinate population growth estimates with Pacific County.

Strategy 3.19.G Periodically update the inventory of buildable lands to evaluate if the city can continue to accommodate residential and commercial development over the twenty-year planning period.

Goal 3.20 Expand the urban growth area boundary to include existing urban densities neighboring the city.

Strategy 3.20.A Extend the urban growth boundary to include existing residences at urban densities and urban recreational properties that need urban services. These areas include:

- Tinker Lake and south along the South Main Drainage Ditch at its intersection with Sid Snyder Drive for future recreational development.
- Residences at urban densities just east of urban growth boundary to allow connection to city sewer, which will protect surface and groundwater quality.
- The Peninsula Golf Course, a privately-owned urban recreational use.

Strategy 3.20.B Support Pacific County efforts to evaluate and update the city's urban growth area boundaries consistent with the countywide planning policies.

Goal 3.21 Encourage annexations that achieve goals in Comprehensive Plan elements.

Strategy 3.21.A Require annexation of properties within the urban growth area as a condition of receiving city water and sewer services.

Strategy 3.21.B Continue to encourage annexation by charging higher rates for water and sewer connections outside the city limits within the urban growth area.

Strategy 3.21.C Delay annexing areas that reduce adopted level of service standards for public facilities and services, streets, and utilities until the city can adequately serve them.

Strategy 3.21.D Require owners of land annexing to the city to be subject to their proportionate share of the city's bonded indebtedness.

Goal 3.22 Phase future development in the urban growth area to satisfy concurrency requirements within the Capital Facilities and Transportation Elements.

Strategy 3.22.A Require future residential and commercial development in the urban growth areas to connect with sewer and water capital facilities before occupancy.

Strategy 3.22.B Coordinate with Pacific County to ensure the county's comprehensive plan and development regulations within the unincorporated urban growth area are compatible with the city's Comprehensive Plan.

Strategy 3.22.C Adopt zoning for annexed lands that is compatible with adjacent land uses in the city.

Strategy 3.22.D Work with Pacific County to develop road standards for the urban growth area that facilitates future connectivity to city street patterns.

Environmental Protection

Long Beach has critical areas that simultaneously provide assets and constraints for development in the community. Distributed throughout the city's landscape are wetlands, aquifer recharge areas, geologically hazardous areas, and fish and wildlife habitat conservation areas.

Critical areas contribute significantly to the Long Beach economy; they create the unique beach ecosystem that attract thousands of visitors annually to the community. Healthy wildlife populations, plentiful razor clam digs, and the scenic dune environment are the rewards of having and protecting critical areas within the city. In addition, intact dune environments are a natural barricade, protecting people and property from the threat of ocean storms, tidal surges, and smaller tsunamis.

Some critical areas create constraints and increase costs for property development. Wetland and dune protection reduce land availability for development. New development should incorporate infrastructure necessary for preventing pollutants from contaminating the aquifer. Other critical areas, especially earthquake and tsunami events, can cause significant harm to Long Beach, yet require costly protective measures and repairs.

These critical area assets and constraints require finding the right balance between protecting the environment, property rights, and people and property. The goals and strategies within this section strive to achieve this equilibrium for Long Beach.

Goal 3.23 Recognize the significant role of critical areas in the environmental quality and livability of Long Beach.

Strategy 3.23.A Designate, protect, and enhance critical areas and their functions and values through the adoption of regulations as provided under Chapter 365-190 WAC.

Strategy 3.23.B Utilize acquisition programs, incentives, and regulations to preserve critical areas as permanent open space.

Strategy 3.23.C Develop incentives in regulations to preserve, replace, or enhance native vegetation that contributes to the functions and values of critical areas and the community's scenic beauty.

Strategy 3.23.D Allow public access to the shoreline dune complex and associated wetlands for scientific, educational, and recreational use; provided that the siting of public access avoids disturbing sensitive habitats and species.

Strategy 3.23.E Periodically review and update critical area regulations as new best available science becomes available.

Strategy 3.23.F Regularly review Shoreline Master Program polices and permitting regarding beach sand removal to protect the function and value of affected critical areas.

Strategy 3.23.G Coordinate with Pacific County to ensure consistent regulatory protection of critical areas on the Long Beach Peninsula.

Strategy 3.23.H Coordinate with Pacific County to seek funding to prepare a coastal dune study for the Long Beach Peninsula that would identify restorative and regulatory actions that would protect people and property from tidal surges and tsunami waves.

Goal 3.24 Protect people and property from the potential devastating impacts of geologic hazards, especially earthquakes and tsunamis.

Strategy 3.24.A Use the Pacific County Hazard Mitigation Plan and the Pacific County Comprehensive Emergency Management Plan as the foundation to emergency management planning within the city.

Strategy 3.24.B Coordinate with Pacific County to develop earthquake and tsunami evacuation routes with directional signs, staging areas, and emergency shelters for residents and visitors.

Strategy 3.24.C Incorporate emergency evacuation considerations when designing and siting bicycle and walking trails.

Strategy 3.24.D Consider the potential impact of earthquakes and tsunami when siting and designing public infrastructure.

Strategy 3.24.E Assess and upgrade capital facilities and transportation improvements to minimize damage from earthquakes, tsunami, and other emergencies.

Strategy 3.24.F Pursue available funding opportunities to increase public awareness and infrastructure projects that protect people and property from earthquake and tsunami threats.

Strategy 3.24.G Make information available to residents and visitors about earthquake and tsunami preparedness and evacuation by using the city's website, printed materials, and public signs.

Strategy 3.24.H Consider and incorporate data relating to sea level rise in development regulations and the location of public infrastructure improvements.

Strategy 3.24.I Develop a system of reference poles on the foredune to help people on the beach quickly identify their position for emergency response.

Strategy 3.24.J Develop and execute a three-year action plan in coordination with Pacific County to develop adequate facilities, inventory and access routes to/at the freshwater treatment plant gathering point to care for the expected number of survivors arriving after earthquake and tsunami events.

Strategy 3.24.K Coordinate with Pacific County, Ilwaco and others to develop a Long Beach Peninsula wide action plan to provide for the safety, health and welfare of people present after earthquake and tsunami events.

Goal 3.25 Protect shoreline resources by ensuring no net loss of existing ecological functions.

Strategy 3.25.A Implement the City of Long Beach Shoreline Master Program as an element of the Comprehensive Plan.

Strategy 3.25.B Require any future amendments to the Comprehensive Plan to be consistent with the goals, strategies, and use and development standards within the Shoreline Master Program.

Strategy 3.25.C Require future amendments to zoning, subdivision, and critical area regulations to be consistent with the Shoreline Master Program and the Shoreline Management Act.

Strategy 3.25.D Participate in countywide collaborative planning processes and interlocal agreements that will further the purpose and intent of the Shoreline Master Program.

Urban Design

Preserving its ambiance as a historic, early 20th century seaside resort community is a priority for Long Beach. This unique community characteristic resonates in the city's architectural design of homes and businesses, its plentiful pedestrian- and bicycle-friendly opportunities, and its interrelationship to natural features and ecosystems. These factors have contributed greatly to Long Beach being a great place to live, work, and visit.

The Comprehensive Plan seeks to maintain this character while finding a balance with continued growth that meets the needs of all citizens and businesses. The city can achieve this intent by providing a variety of zoning districts that allow for differing levels of conformity with urban Design Guidelines. Similarly, streetscapes should complement this approach where appropriate, especially throughout the Old Town districts and main access routes to the ocean beaches.

Supporting public arts, spaces, and amenities that feature the history, culture, and seaside atmosphere of Long Beach also is important for both residents and visitors. These improvements reflect the civic pride of its citizens and contribute to the aesthetic beauty, livability, and tourist economy of the city.

Goal 3.26 Continue to implement design guidelines in Long Beach that preserves an early 20th century seaside theme.

Strategy 3.26.A Implement the Design Guidelines for the City of Long Beach, Washington (2012), within designated areas of the city.

Strategy 3.26.B Periodically review the city's Design Guidelines and the design review process to consider their effectiveness; prepare and adopt updates as necessary to address changes in development patterns, trends and practices.

Strategy 3.26.C Continue to reinforce the city's early seashore theme through other programs and efforts that enhance residential, commercial, and resort uses.

Strategy 3.26.D Encourage the renovation of older properties to blend with the desired visual character of the area.

Strategy 3.26.E Provide informational and educational materials on design review for Planning Commissioners and City Council members, as well as property owners, realtors, architects and developers.

Goal 3.27 Strengthen design standards that protect the visual characteristics and livability of the city.

Strategy 3.27.A Adopt balanced sign regulations that acknowledge the need for businesses to advertise their location while protecting the city from visual clutter.

Strategy 3.27.B Review site standards for recreational vehicle parks for better integration into the neighborhoods.

Strategy 3.27.C Develop clear standards for uses that address vehicular access, circulation, building design, buffers, landscaping, lighting, maintenance, and pedestrian access so they fit better into the city's fabric, enhance the pedestrian friendly environment, and reduce impacts on adjacent residential uses.

Strategy 3.27.D Continue to review and strengthen development standards that address visual blight and nuisances in city neighborhoods.

Strategy 3.27.E Require through the design review process for subdivisions and large developments a unified pedestrian and bicycle design that integrates with existing routes through the city's residential and commercial areas.

Goal 3.28 Preserve the heritage of Long Beach through the conservation of cultural and natural resources.

Strategy 3.28.A Encourage the preservation of murals that depict the natural and cultural heritage of Long Beach and the Peninsula. Work with local organizations to develop maintenance strategies and cultivate funding sources.

Strategy 3.28.B Support the preservation of historic buildings, sites, structures, artifacts, and historical records of significance.

Strategy 3.28.C Encourage locating public art in the downtown area and along recreational trails.

Strategy 3.28.D Continue to develop interpretive signage, art, plazas, and historic re-creations.

Strategy 3.28.E Support both public and private efforts to create interpretive written, video and other media concerning the history of Long Beach and the Peninsula.

Strategy 3.28.F Investigate and support public and private efforts to interpret and educate the public about the natural history and resources of the Long Beach region.

Strategy 3.28.G Support events that celebrate the natural and cultural heritage of Long Beach, the Peninsula and the Lower Columbia.

Goal 3.29 Reinforce the character of the city as it extends into and beyond its urban growth area.

Strategy 3.29.A Develop an interlocal agreement with Pacific County to extend the Design Guidelines to new development in the unincorporated urban growth area that reflect natural extensions of the city's zoning and visual character.

Strategy 3.29.B Work with Pacific County to encourage the adoption of urban design goals and policies to promote continuity along the SR 103 business corridor.

Chapter 4. Housing Element

Long Beach can create opportunities for safe, affordable housing of choice for all its citizens by implementing a range of actions that expand overall housing supply and affordability.

Future residential land use designations in the Land Use Element are important for allowing a mix of housing types for people of differing income levels and needs. The inclusion of housing in the commercial districts is particularly important for individuals needing to be close to city services due to age or special needs. Updating land use codes, design guidelines, and permitting processes can also reduce the costs of development regulations and increase housing affordability.

The city can facilitate housing with developers and other housing governmental and non-governmental entities for all by providing leadership through partnerships. This can include pursuing grants for housing and neighborhood rehabilitation projects and working with regional housing providers to build affordable housing projects.

Creating Opportunities for Affordable Housing of Choice

Goal 4.1 Create housing diversity by establishing a variety of zoning districts that accommodate a range of housing opportunities for all city residents.

Strategy 4.1.A Annually evaluate the Land Use Element to determine if there is an adequate supply of land that facilitates single- and multi-family affordable housing.

Strategy 4.1.B Designate areas in the Future Land Use Map that establish a spectrum of housing options for serve the needs of all Long Beach residents.

Strategy 4.1.C Encourage an appropriate mix of housing opportunities in the commercial zoning districts that do not detract from its core purpose.

Strategy 4.1.D Establish standards for allowing the integration of accessory dwelling units in single-family zoning districts in a manner that they do not detract from its underlying character.

Strategy 4.1.E Continue to assess housing trends in the city and explore how the zoning code and other development regulations can address potential housing gaps, needs, and use.

Strategy 4.1.F Regularly assess whether the Comprehensive Plan and development regulations is creating barriers to housing opportunities for people with special needs or the American Disabilities Act.

Goal 4.2 Explore opportunities to improve safe, affordable housing of choice for people of low- and moderate-income and special needs.

Strategy 4.2.A Facilitate a citywide housing strategy for people with low- and moderate-income and special needs that:

- Inventories and evaluates unmet housing needs and issues;
- Evaluates the physical conditions of older residential structures; and
- Develops potential implementation approaches and resources to address documented housing needs.

Strategy 4.2.B Work cooperatively with the Joint Pacific County Housing Authority and other non-governmental organizations to develop and implement approaches to resolving housing issues in Long Beach neighborhoods.

Strategy 4.2.C Consider forming a regional partnership with the City of Ilwaco, Pacific County, the Joint Pacific County Housing Authority specifically to address housing issues on the Long Beach Peninsula.

Strategy 4.2.D Promote infill development on lots in older neighborhoods by inventorying available properties and encouraging nonprofit developers, such as Habitat for Humanity and the Joint Pacific Housing Authority, and private developers to build affordable homes.

Strategy 4.2.E Incorporate a range of cost-effective site design alternatives within the city's Unified Development code that increase housing affordability.

Improving Neighborhoods

Goal 4.3 Improve the quality of neighborhoods through infrastructure improvements and the abatement of nuisances.

Strategy 4.3.A Explore creative options or programs to encourage property owners to maintain their properties.

Strategy 4.3.B Continue to fund and pursue code enforcement actions for nuisance and abandoned properties.

Strategy 4.3.C Explore projects to upgrade streets, sidewalks, and sewer/water utility lines in older sections of the city using a variety of funding mechanisms, including Community Development Block Grants, that reduce the financial burden on property owners.

Goal 4.4 Ensure that the long-term residential character of neighborhoods is protected and maintained.

Strategy 4.4.A Continue to evaluate zoning to ensure an adequate supply of affordable housing and long-term rental opportunities.

Strategy 4.4.B Continue to evaluate zoning to ensure the extent, character, and integrity of residential neighborhoods.

Chapter 5. Capital Facilities & Public Services Element

The City of Long Beach is committed to ensuring existing development and future growth has adequate and cost-effective capital facilities and public services over the 20-year planning period. They are the building blocks of the community essential for protecting the health, safety, and quality of life of its citizens.

Capital facilities and public services planning is a major physical investment in achieving the city's vision for the future. Future residential and commercial development in the city will hinge on having access to sewer and water when growth occurs. Public safety, parks, and the efficient delivery of other governmental services guarantees the livability of the community for residents and visitors alike.

Moreover, capital facilities and public services planning assures the future is will be affordable. By prioritizing and phasing improvements for existing infrastructure and services, as well as the planned growth anticipated in other Comprehensive Plan elements, the city becomes a wise steward of the public tax dollars it receives.

Providing Adequate Public Facilities & Services

Adequate public facilities and services under the Growth Management Act means the city has the capacity to serve existing and future development without decreasing the levels of service it has set in the Comprehensive Plan and adopted capital facility plans.

Key public facilities essential for accommodating development within the city over the 20-year planning period include the city's water treatment and distribution system, sewer collection and treatment system, stormwater conveyance system; parks and recreation facilities, and city buildings. The primary public services provided by the city include law enforcement, fire protection, and city administration.

Goal 5.1 Ensure the availability of adequate capital facilities and public services that meet the needs of future development in the Land Use Element.

Strategy 5.1.A Coordinate and implement the following capital facilities plans with the Land Use Element to address the infrastructure needs of future development:

- City of Long Beach Water System Comprehensive Plan (2019)

- City of Long Beach Sewer System Comprehensive Plan/Facilities Plan (2019)
- City of Long Beach Stormwater Comprehensive Plan Update (2009)
- City of Long Beach Recreation and Open Space Plan (2018)

Strategy 5.1.B Continue to maintain and update capital facility plans to ensure their adopted level of service standards are consistent with projections for future growth in the Land Use Element.

Strategy 5.1.C Upgrade aging infrastructure to maintain targeted level of service standards and the condition of city-owned buildings.

Strategy 5.1.D Actively participate with Pacific County and private landowners in land use planning and forest practices to protect water quality in the water system watershed.

Strategy 5.1.E Provide fire protection services at levels that meet the National Fire Protection Standard 1720, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Volunteer Fire Departments.

Strategy 5.1.F Maintain all city buildings at a safe and satisfactory condition to administer and deliver city services.

Strategy 5.1.G Provide public services at levels of service that ensure public safety and the efficient delivery of city services.

Strategy 5.1.H Annually monitor and track the effect of growth on the capacity of capital facilities and public services to meet growth demands projected in the Land Use Element.

Strategy 5.1.I Structure contractual agreements for the provision of city services by other public or private entities, such as solid waste and emergency medical services, to ensure there will be adequate capacity to serve the growth expected during their term.

Strategy 5.1.J Assure that adequate capital facilities and public services necessary to support development are available at the time of occupancy and use, without decreasing level of service standards.

Strategy 5.1.K Recognize existing capital facility services provided by other districts or municipalities within the city's urban growth area and ensure that approval of new development does not impact level of service standards.

Strategy 5.1.L Continue to integrate low-impact development standards that will protect and preserve critical areas and reduce reliance on the city's stormwater system.

Prioritizing and Funding Capital Facilities

The Growth Management Act requires the city to prioritize and fund capital facility projects to meet the needs of existing and planned growth over the 20-year planning period. Fulfilling this responsibility means the city must implement a series of prioritization and funding strategies for capital facilities.

The city prioritizes capital facilities over the short-term through its Six-Year Capital Facilities Plan (CFP), which it updates annually by resolution[5]. As it completes projects, the city replenishes its CFP with projects from its capital facility plans that maintain existing facilities, corrects existing deficiencies, and addresses new growth in accordance with the Comprehensive Plan.

Clear funding strategies for capital facilities are critical to both CFP prioritization and implementation. Strategies must account for project costs, timelines, and funding sources. They also describe budget priorities if the city cannot maintain level of service standards or revenue goals.

Goal 5.2 Prioritize capital facility and public service improvements through the Six-Year CFP to meet growth demands consistent with all Comprehensive Plan elements over the next six-years.

Strategy 5.2.A Implement the following water system CFP:

Project	Cost	Funding Year	Funding Source(s)
Water treatment plan filter replacement	$ 112,000	2020	City funds
Remote read meters purchase	$ 200,000	2020	USDA/city funds
Water treatment plan filter replacement	$ 114,000	2021	City funds
Remote read meters purchase	$ 200,000	2021	USDA/city funds
Remote read meters purchase	$200,000	2021	USDA/city funds
Clearwell pump replacement	$ 47,000	2022	City funds
Backwash basin improvements	$ 79,000	2023	
Ocean Beach Blvd North upgrade	$ 2,186,000	2024	USDA/SRF
17th Street South upgrade	$ 411,000	2025	USDA/SRF
System Upgrade beyond city limits[6]	$2,500,000		DOE/PWTF low interest loans/city funds
Long Beach System Upgrade[2]	$ 500,000		DOE/PWTF low interest loans/city funds

[5] Current CFP adopted through Resolution 2019-07, July 1, 2019.
[6] These projects are still undergoing study in both design and financial strategy

Strategy 5.2.B Implement the following sewer system CFP:

Project	Cost	Funding Year(s)	Funding Source(s)
Main Lift - Station 1	$ 200,000	2020	City funds
Main Lift – Stations 2-5	$ 620,000	2022-24	City funds
28th Street NW Lift Station	$ 85,000	2027-30	City funds

Strategy 5.2.C Implement the following stormwater system CFP:

Project	Cost	Funding Year	Funding Source(s)
3rd Street Water Pump Upgrade	$60,000	2020	Stormwater, TIB
Prepare update to Stormwater Comp Plan		2020	Stormwater
3rd Street water backup Generator	$80,000	2021	Stormwater, TIB

Strategy 5.2.D Implement the following parks and recreation CFP:

Project	Cost	Funding Year	Funding Source(s)
Rebuild Boardwalk	$ 1,000,000	2020	RCO/Lodging taxes
Skate Park	$ 400,000	2021	Private funding

Strategy 5.2.E Conduct annual reviews of capital facilities plans that consider:

- Actual rate of growth versus growth forecasts in the Land Use Element and facility plans;
- Consistency of projects with the goals and strategies in other Comprehensive Plan elements;
- Accuracy of the assumptions and timeframes in facility plans;
- Progress in implementing projects necessary for maintenance and expansion of facilities and services; and
- Availability of grant or loan funding for projects.

Strategy 5.2.F Periodically review and update the Recreation and Open Space Plan to ensure the city maintains and develops capital facilities as outlined in the plan.

Goal 5.3 Implement funding strategies for evaluating and deciding how to fund the CFP at the level of service standards that address the growth needs projected in the Comprehensive Plan elements.

Strategy 5.3.A Sequence expenditures for capital facilities and public services according to the following priority:

1. Remedy an urgent or emergency condition that is dangerous to public health or safety;

2. Correct existing deficiencies;
3. Meet the needs of planned growth; and
4. Add desirable new facilities and services

Strategy 5.3.B Maintain system rates and charges for water, storm and surface water, and sewer capital facilities at levels to support the priorities set in Strategy 5.3.A.

Strategy 5.3.C Continue to maintain and update capital facilities and public services to meet the assumptions in the Land Use Element.

Strategy 5.3.D Take one or more of the following actions if facilities and services fall below level of service standards:

- Reduce demand through demand management strategies;
- Reduce level of service standards;
- Increase revenues;
- Reduce the cost of capital facilities and public services through efficiencies;
- Prohibit new development that exceeds the capacity of a capital facility or public service; and/or
- Revise the Land Use Element.

Strategy 5.3.E Allocate the cost of improving public facilities and public services fairly between existing and new development through the following policies:

- Existing development will contribute to currently existing deficiencies not attributable to new development;
- New development shall pay for system improvements that benefit itself;
- Existing and new development shall share equally in the cost for new or expanded facilities or services for planned growth.

Strategy 5.3.F Annually evaluate the short- and long-term financial fitness of the city to achieve the level of service standards for capital facilities and public services adopted through the Comprehensive Plan.

Strategy 5.3.G Consider revenue sources for the CFP that focus on:

- User fees and rates for non-utility capital facilities;
- Latecomer agreements;
- Local improvement districts authorized under Chapter 35.43 RCW;

- Mitigation payments through the State Environmental Policy Act for direct impacts by new development; and/or
- Rate setting within utilities for conservation, debt repayment, or increasing fund reserves.

Siting Essential Public Facilities

Essential public facilities consist of those facilities difficult to site due to their potential effect on adjacent land uses. Examples of essential public facilities include airports, state educational facilities, state and regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and inpatient facilities for substance abuse, mental health, and group homes.

Long Beach, in cooperation with Pacific County and the other municipalities in the county, has developed an agreed upon process for siting essential public facilities through the countywide planning policies (CWPP).

Goal 5.4 Work with Pacific County and the Cities of Ilwaco, Raymond, and South Bend to maintain consistent and equitable planning policies for siting essential public facilities.

Strategy 5.4.A Evaluate proposals for essential public facilities consistent with the Pacific County Countywide Planning Policies (Policy #7), RCW 36.70A.200, and WAC 365-196-550.

Strategy 5.4.B Participate in inter-jurisdictional efforts to site countywide or statewide essential public facilities. Pursue agreements among jurisdictions to mitigate against the disproportionate burden that may fall on the jurisdiction which becomes the site of a facility.

Strategy 5.4.C Designate and evaluate essential public facilities as a conditional use within districts that allow similar uses.

Strategy 5.4.D Require the design and siting of essential public facilities to meet city development standards and minimize potential impacts to adjacent properties and the overall community.

Strategy 5.4.E Impose conditions of approval or other measures within the scope of the city's authority to mitigate environmental, compatibility, public safety, or other impacts of an essential public facility.

Chapter 6. Utilities Element

The Utilities Element addresses electrical service provided by Pacific County PUD#2 and private sector telecommunication companies delivering telephone and internet services.

Ensuring Adequate Utilities for Growth

Goal 6.1 Work with utility providers to ensure utilities are available and adequate to serve future growth.

Strategy 6.1.A Inform utility providers regarding assumptions for future growth in the Comprehensive Plan.

Strategy 6.1.B Assure that utilities necessary to support development are available at the time of occupancy and use without diminishing service to existing customers.

Strategy 6.1.C Work with providers to ensure an adequate supply of land for utility-related infrastructure.

Providing Reliable and Resilient Utilities

Goal 6.2 Maintain ongoing and cooperative partnerships with public and private utility providers to assist in facilitating reliable and resilient service.

Strategy 6.2.A Work with public and private utilities to provide appropriate levels of service to meet the city's projected growth in the Land Use Element.

Strategy 6.2.B Require utility providers to use design and construction standards that are environmentally safe and cost-effective.

Strategy 6.2.C Require development standards and improvements for utilities to avoid negative aesthetic impacts.

Strategy 6.2.D Require new development to locate utilities underground.

Strategy 6.2.E Discourage new aboveground electric transmission line corridors within the city.

Strategy 6.2.F Give early notification to utility providers of major street, sewer, and water projects and require them to locate overhead lines underground.

Strategy 6.2.G Limit the amount of disturbance to city infrastructure by encouraging co-location of telecommunications conduit in the right-of-way.

Strategy 6.2.H Coordinate emergency preparedness and response with local and regional utility partners.

Strategy 6.2.I Require utility, digital, and telecommunication providers to increase the resiliency of their systems and networks to avoid service disruptions in the event of severe weather and other natural disasters.

Supporting Improved Digital & Telecommunications Technologies

Goal 6.3 Support new and emerging digital and telecommunications technologies that improve service to residents and contribute to the city's economy.

Strategy 6.3.A Continue to support efforts that improve high-speed internet access to all homes and business in the city.

Strategy 6.3.B Periodically review development regulations relating to telecommunications to support new and emerging technologies.

Strategy 6.3.C Facilitate partnerships with cellular providers to locate and install a "small cell" 5G network within the city's rights-of-way.

Chapter 7. Transportation Element

The ease of riding a bicycle, walking, and driving on the city's streets and pathways is a significant factor contributing to the quality of life in Long Beach so unique. The Transportation Element, coordinated with the goals and strategies in other Comprehensive Plan elements, provides a framework for preserving the quality of this intermodal network over the 20-year planning period.

Plan for a Safe and Efficient Transportation Network

The primary transportation assets in Long Beach include streets, walkways and paths, bicycle lanes, and public transit. The physical quality and interconnectedness of this system contributes to the small town ambiance enjoyed by residents and attracts visitors from throughout the region for its recreational value.

The Transportation Element will strive to preserve and enhance these assets by guiding projects that improve the ease of mobility as well as expand and improve transportation systems that realize the city's vision for the future.

Goal 7.1 Execute an overall approach to transportation development in the city that will maintain the quality of existing infrastructure and address the needs of growth

Strategy 7.1.A Use the Washington State Planning Priorities[7] to guide transportation planning in Long Beach by:

- Promoting and developing transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
- Maintaining, preserving, and extending the life and utility of prior investments in transportation systems and services;
- Providing for and improve the safety and security of transportation customers and the transportation system;
- Improving the predictable movement of goods and people throughout Washington State, including congestion relief and improved freight mobility;
- Enhancing Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and

[7] RCW 47.04.280

- Continuously improving the quality, effectiveness, and efficiency of the transportation system.

Strategy 7.1.B Continue to maintain and update transportation systems to ensure their consistency with the Land Use Element.

Strategy 7.1.C Plan for a level of service standard "C" for Pacific Avenue/State Route 103 and city streets.[8]

Strategy 7.1.D Monitor transportation demand in the city and the urban growth area to avoid a deterioration in adopted level of service standards and to evaluate the need for new improvements related to growth.

Strategy 7.1.E Consider one or more of the following actions if the street system fails to meet its level of service standard:

- Reduce demand through demand management strategies and/or street improvement projects;
- Reduce level of service standards;
- Increase revenues;
- Prohibit new development that exceeds the capacity of the street system; and/or
- Revise the Land Use Element.

Strategy 7.1.F Continue to maintain and update the street system to meet the assumptions in the Land Use Element.

Strategy 7.1.G Use intermodal transportation improvements to emphasize the interconnection between the city's neighborhoods, the downtown, and recreational assets.

Strategy 7.1.H Maintain the quality of existing streets, bicycle lanes, and pedestrian paths throughout the city through regular maintenance programs.

Strategy 7.1.I Plan, design, and construct projects that upgrade streets, sidewalks, and underground utilities in the city's older, established neighborhoods.

Strategy 7.1.J Continue to make Long Beach a pedestrian- and bicycle-friendly community by adding new walking paths and bicycle lanes.

Strategy 7.1.K Adopt code requirements for new development to improve the entire street width to city standards and allow the developer to recover costs from future development through recovery contracts (latecomer agreements) as provided under Chapter 35.72 RCW.

[8] A level of service standard "C" category has an efficient traffic flow with some delays as an acceptable level of driver comfort.

Strategy 7.1.L Consider adopting residential street standards for short streets and cul-de-sacs that reduce development costs and improve housing affordability.

Strategy 7.1.M Require future subdivisions to integrate a network of streets that blend with the city's existing grid pattern.

Strategy 7.1.N Require adequate streets and pedestrian and bicycle improvements necessary for supporting development are available at the time of occupancy and use.

Strategy 7.1.O Support the continued expansion of electric vehicle charging stations.

Strategy 7.1.P Assess the impact of future land use decisions on the safe flow of traffic on SR 103.

Goal 7.2 Design and implement new transportation projects that improve the safe and efficient flow of vehicles, pedestrians, and bicycles between land uses.

Strategy 7.2.A Consider the relocation of the North-South bicycle route away from State Route 103 to less busy side streets (see Recreation and Open Space Plan, p 31.

Strategy 7.2.B Continue to extend the network of bicycle and pedestrian paths throughout the city as provided in the Recreation and Open Space Plan.

Strategy 7.2.C Design and site pedestrian and bicycle routes within the city and county that will aid emergency evacuation during disaster events (see Goal 3.24).

Strategy 7.2.D Request the Washington State Department of Transportation (WSDOT) to explore improvements to Pacific Avenue/State Route 103, such as the inclusion of roundabouts at key intersections, that would ease traffic congestion during peak visitor times.

Strategy 7.2.E Install more signs that inform residents and visitors about public access points to and from the beach.

Strategy 7.2.F Improve the safety of pedestrians crossing at the junction of Ocean Beach Boulevard South and Bolstad Avenue.

Strategy 7.2.G Provide secure bicycle storage stands throughout Old Town and at beach trailheads.

Goal 7.3 Explore options that improve on-street and peak-season visitor parking needs.

Strategy 7.3.A Work with WSDOT to convert the bicycle lane on Pacific Avenue/ State Route 103 north of 3rd Street NE to on-street parking. Combine with Strategy 7.1.J.

Strategy 7.3.B Foster the development of seasonal or permanent private and public parking areas for visitors with directional signs on Pacific Avenue/ State Route 103.

Strategy 7.3.C Maximize downtown parking on the back lots of properties adjacent to Pacific Avenue and on-street within a block of Pacific Avenue.

Strategy 7.3.D Encourage the use of off-street public parking areas by creating attractive, inviting pedestrian connections from the parking lots to Pacific Avenue, and providing signage directing motorists to the parking lots.

Strategy 7.3.E Explore development of a transit system such as a city shuttle that facilitates the movement of visitors between resort areas, visitor attractions and downtown, and discourages the use of private vehicles.

Strategy 7.3.F Prepare a parking management plan for downtown Long Beach that addresses the parking needs of private vehicles, trucks, buses, and bicycles.

Goal 7.4 Support regional efforts that contribute to the transportation needs of the city, county, and region.

Strategy 7.4.A Actively participate in the Pacific Council of Governments and the Southwest Washington Regional Transportation Organization.

Strategy 7.4.B Adopt by reference the Southwest Washington Regional Transportation Organization's Regional Transportation Plan.

Strategy 7.4.C Support the efforts of Pacific Transit and other public providers to expand the number of routes and scheduled trips that reduce travel time within the county.

Prioritize and Fund Transportation Improvements

As in the Capital Facilities Element, the Transportation Element adopts a prioritized list of improvements and identifies funding approaches for transportation projects that meet the needs of existing and planned growth over the 20-year planning period.

Goal 7.5 Prioritize street, bicycle, and pedestrian improvements through the Six-Year CFP consistent with all Comprehensive Plan elements.

Strategy 7.5.A Implement the following transportation CFP:

Project	Cost	Funding Year	Funding Source(s)
60 new light poles	$ 180,000	2021	Property taxes
S. Washington from Sid Snyder to City Limits (asphalt/sidewalks/storm drainage)	$ 600,000	2022	TIB, property taxes, stormwater fund
Oregon Avenue N. from Bolstad Avenue to 6th St. N. (asphalt/sidewalks/ storm drainage)	$ 60,000	2023	TIB, property taxes, stormwater fund
N. Boulevard from 16th to 26th (asphalt/ sidewalks/storm drainage)	$ 335,000	2024	TIB, property taxes, stormwater fund

Strategy 7.5.B Consider the following funding priorities when making decisions about transportation projects:

1. Remedy an urgent or emergency condition which is dangerous to public safety;
2. Correct existing deficiencies that result in transportation facilities falling below the adopted level of service standard;
3. Meet the needs of planned growth; and
4. Add desirable transportation amenities.

Strategy 7.5.C Integrate active transportation improvements identified within the Recreation and Open Space Plan into the Six-Year CFP.

Goal 7.6 Allocate the cost of transportation improvements fairly between existing and new development.

Strategy 7.6.A Allocate the cost of transportation improvements using the following approach:

- Property owners in established areas of the city will contribute to the cost of maintenance and correcting of transportation infrastructure.
- Developers will be responsible for the cost of new transportation infrastructure that solely benefit their development.
- Existing users and new development may share equally for expanded transportation improvements that benefit all residents and businesses.

Goal 7.7 Implement a broad range of funding strategies to maintain and expand transportation infrastructure in the city.

Strategy 7.7.A Consider revenue sources for transportation projects, that include:

- Local improvement districts authorized under Chapter 35.43 RCW;
- Mitigation payments through the State Environmental Policy Act for direct impacts by new development; and/or
- Latecomer fees as provided under Chapter 35.72 RCW; and
- State grants and low-interest loans.

Chapter 8. Economic Development Element

The "World's Longest Beach" has created a vibrant tourism-based economy for the city. While restaurants, accommodations, and retail businesses dominate its economy, its attraction as an early 20th century seaside community continues to attract a significant number of part-time residents who invest heavily in new residential real estate and construction. These sectors also support personal, professional, and financial services in the city. Altogether, the City of Long Beach retains the strongest economy in Pacific County.

City government and the Comprehensive Plan plays a significant role in sustaining this economy through its careful regulation of land uses, provision of quality capital facilities and public services, and focus on quality intermodal transportation improvements. Central to the city's success has been its steady financial investment in infrastructure improvements and tourism related activities.

Despite the current health of the tourism industry, Long Beach still strives to expand and diversify its the economy. Growth management, which requires urban services for urban uses and densities, places the city in a unique position of accommodating commercial development on the Long Beach Peninsula not available in other unincorporated areas of the county. This element adopts a series of goals and strategies intended to capitalize on this advantage.

Goal 8.1 Continue capital facility and public services investments to retain and attract new businesses to Long Beach.

Strategy 8.1.A Evaluate and plan for the capital facility and pubic services needs of new types of businesses within the city.

Strategy 8.1.B Work with tourism-oriented businesses and organizations to assess the need to fund new or expanded amenities and activities that increase visitor numbers.

Goal 8.2 Promote land use goals and policies in the Comprehensive Plan that facilitate economic development in the city.

Strategy 8.2.A Annually evaluate the Land Use Element to determine if there is an adequate supply of land for commercial and light industrial growth.

Strategy 8.2.B Periodically review the Design Guidelines to ensure they continue to contribute to commercial and real estate development in the city.

Strategy 8.2.C Investigate and consider adopting flexible approaches to protecting critical areas and adjacent properties that facilitate economic growth, such as transfer of development rights, onsite density transfers, and environmental performance standards.

Strategy 8.2.D Work with the Joint Pacific County Housing Authority and other non-governmental organizations to encourage the development of affordable housing opportunities for people who work in the food and accommodation sector.

Strategy 8.2.E Continue to make public investments in recreation and open space facilities that contribute the city's ecotourism economy.

Goal 8.3 Encourage public- and private-sector entities to improve digital and telecommunication infrastructure.

Strategy 8.3.A Facilitate the development and improvement of digital infrastructure, including wireless or high speed fiber-optic, to improve access for residents and visitors.

Strategy 8.3.B Work with telecommunication providers to upgrade the quality of phone, cell-phone, and cable infrastructure.

Goal 8.4 Support economic development partners within the county to promote economic development in the city and the Long Beach Peninsula.

Strategy 8.4.A Continue to support and fund marketing efforts through the Long Beach Peninsula Visitor's Bureau and the Pacific County Economic Development Council to increase tourism and business development.

Strategy 8.4.B Work with the Pacific County Economic Development Council, the City of Ilwaco, rural development agencies, and the Long Beach Merchants Association to leverage and optimize resources for greater business development and expansion.

Chapter 9. Sustaining the Comprehensive Plan

Change is constant for all communities. To remain an effective tool for guiding growth, the Comprehensive Plan needs to respond to changes in Long Beach and adapt accordingly.

The key approach to sustaining the Comprehensive Plan's relevance for Long Beach requires engaging citizens, protecting property rights, regularly updating the document, and participating in interjurisdictional planning efforts. This element adopts goals and strategies for guiding the city through these processes.

Engaging Citizens for Better Community Decisions

Goal 9.1 Recognize that achieving the community vision, goals, and strategies in the Comprehensive Plan occurs only with an effective public participation program.

Strategy 9.1.A Include an opportunity for citizens to share their concerns about Comprehensive Plan issues at each Planning Commission meeting.

Strategy 9.1.B Hold a Planning Commission workshop every January with the public to identify potential planning issues to explore during that calendar year.

Strategy 9.1.C Ensure that planning workshops are advertised with enough notice through a variety of methods, such as providing written notice at public venues and the city's website.

Strategy 9.1.D Use the city's website to share information with citizens about draft plan amendments and development review projects in advance of any meetings.

Strategy 9.1.E Develop a set of procedural rules for public hearings that guarantee everyone will have equal access to the hearing process.

Strategy 9.1.F Report to the community how their comments influenced decisions.

Strategy 9.1.G Prepare and make available information summaries and flow charts on how the city reviews and makes land use decisions.

Protecting Private Property Rights

Goal 9.2 Conduct all procedural aspects of land use planning in a fair, even handed, and effective manner for all citizens and development interests.

Strategy 9.2.A Prevent the unlawful taking of private property by following the State of Washington, Advisory Memorandum and Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property, published September 2018 by the State of Washington Office of the Attorney General.

Strategy 9.2.B Respect the rights of property owners when considering new changes or revisions to the Comprehensive Plan and/or development regulations.

Strategy 9.2.C Follow the requirements of Chapter 36.70B RCW, Local Project Review, to ensure adequate notice and timely decisions for all development permits.

Updating the Comprehensive Plan

Goal 9.3 Conduct an annual review of the Comprehensive Plan to evaluate its effectiveness for the community.

Strategy 9.3.A Keep the Planning Commission engaged in community planning by conducting an annual review of the Comprehensive Plan each January. The annual review should look at changes relating to:

- Population estimates;
- Residential, commercial, and public land uses;
- Environmental protection;
- Urban design;
- Housing;
- Capital facilities and public services;
- Utilities;
- Transportation systems; and
- Economic Development.

Strategy 9.3.B Incorporate the prioritized outcomes from the annual review to form the basis of the work program and subsequent meetings for the Planning Commission.

Strategy 9.3.C Use the public workshop format as an opportunity for the Planning Commission to engage citizens in exploring work program topics and identifying potential solutions.

Strategy 9.3.D Submit annual Planning Commission recommendations, if any, to the City Council regarding potential amendments.

Goal 9.4 Establish an annual procedure consistent with RCW 36.70A130(2) to consider Comprehensive Plan amendments proposed by the public.

Strategy 9.4.A Use the following procedures for amending the Comprehensive Plan:

1. Proposed amendments to the Comprehensive Plan shall occur no more frequently than once a year.
2. The city welcomes applications for proposed amendments until the first Friday of June of each year. Applications for amendments shall be in writing and include:
    a. Identification of the Comprehensive Plan section proposed for change;
    b. Proposed amendatory language and/or map change; and
    c. An explanation for the proposed amendment.
3. The Planning Commission procedure to evaluate proposed Comprehensive Plan amendments are as follows:
    a. Collectively review of all proposed amendments at the regular July meeting to evaluate their cumulative effect on the Comprehensive Plan;
    b. Hold open record public hearings on each proposed amendment will be during the regular August meeting; and
    c. Adopt a recommendation with findings of fact for each proposed Comprehensive Plan amendment for consideration by the City Council no later than the regular September meeting.
4. The City Council shall consider all Planning Commission recommendations for Comprehensive Plan amendments no later than its last meeting in November.
5. Before the adoption of any proposed Comprehensive Plan amendment, the City Council shall submit it to the Department of Commerce for the mandatory 60-day review in accordance with RCW 36.70A.106.
6. The Department of Commerce has 60 days upon receipt of the copy to conduct its review and provide comments on the proposed changes. Once the city receives comments from Commerce, or if Commerce provides no comments by the end of the 60-day review period, the City Council may proceed with the adoption by ordinance of the Comprehensive Plan amendment.

7. The city shall forward copies of the ordinance adopting Comprehensive Plan amendment to the Department of Commerce and Pacific County.

Goal 9.5 Prepare for the next periodic review required under RCW 36.70A.130(6)(f) that will be due June 30, 2028.

Strategy 9.5.A Develop a work plan for updating the Comprehensive Plan at the January 2026 Planning Commission annual review.

Participating in Interjurisdictional Planning

Goal 9.6 Promote cooperative planning between the city and the State of Washington, Pacific County, and adjoining jurisdictions in coordinating land use planning efforts through a regional focus to achieve mutually beneficial results.

Strategy 9.6.A Ensure ongoing city commitment to joint planning with Pacific County, other county municipalities, and special use districts.

Strategy 9.6.B Consider regional issues relating urban growth boundaries, transportation, environmental protection, parks and recreation facilities, and economic development as topics of special interest to the city.

Strategy 9.6.C Work with Pacific County to execute interlocal agreements that assure an efficient and fair development permitting processes in the city's urban growth area.

Strategy 9.6.D Support creative private sector projects of a regional nature that offer employment opportunities and diversification of the regional economic base.

Strategy 9.6.E Consider relevant countywide planning policies when making city land use related decisions on development plans, policies, projects, and permitting.

Technical Background Material

- The Natural Environment
- The Built Environment

Chapter 10. The Natural Environment

Location

The City of Long Beach is in the southwestern corner of Washington State within rural Pacific County. The city sits near the south end of the scenic Long Beach Peninsula along the Pacific Ocean. To its immediate south is the unincorporated community of Seaview and the city of Ilwaco is another mile to the southeast. Within its municipal boundaries, Long Beach is 1.88 square miles in area.

Climate

The climate in Long Beach has cool, relatively dry summers and moderate winters. The warm season lasts for 3.4 months, from June 20 to October 2, with an average daily high temperature above 63°F. The hottest day of the year is August 18, with an average high of 66°F and low of 55°F. The cool season lasts for 3.2 months, from November 22 to February 28, with an average daily high temperature below 52°F. The coldest day of the year is January 1, with an average low of 40°F and high of 48°F.

The clearer part of the year in Long Beach begins around June 15 and lasts for 3.8 months, ending around October 7. The cloudier part of the year begins around October 7 and lasts for 8.2 months, ending around June 15.

Rain falls throughout the year in Long Beach, with annual average of 78.6 inches. The most rain falls during the 31 days centered around November 24, with an average total accumulation of 11.4 inches. The least rain falls around July 29, with an average total accumulation of 0.5 inches.

The average hourly wind speed in Long Beach varies by season over the course of the year. The windier part of the year lasts for 5.4 months, from October 23 to April 5, with average wind speeds of more than 8.8 miles per hour. The windiest day of the year is December 4, with an average hourly wind speed of 11.2 miles per hour. While the monthly wind speed averages are modest, occasional gales can reach up to 50-100 miles per hour during the winter months.

Topography

The city of Long Beach is on relatively flat, sandy ground that stretches from the dune area on the west to a chain of lakes and wetlands on the east. The elevation rises from sea level to a high of 25 feet. Towards the west, wetlands lie at an average of 13 feet above sea level. The grade rises to about 15 feet along Pacific Avenue (SR 103).

Geology

The underlying geology of the Long Beach Peninsula formed 12,000 years ago during the Holocene age. It consists of deposits comprised of moderately well-sorted, fine- to-medium-grained beach sands several meters thick.

The primary origin of these sands were accretions from the Columbia River, pushed northward by predominate longshore currents during the winter months. This pattern reverses during the shorter summer months, which has a lesser impact due to more moderate wave energy. During the winter, high energy waves draw sand from the exposed portions of the beaches making them steep and narrow. The summer waves push the sand back on the beaches, making them wider and flatter.

Climate, especially wind, and vegetation form low, widely spaced dunes that run parallel to the beach. There are three basic dune systems in the Long Beach area:

An elevated foreland system of recent and older dune ridges and hummocks, only partly stabilized and vegetated. Because the sands are well-drained, groundwater is far below the surface and drought- and salt-resistant grasses are the predominate vegetation.

A low lying, intermediate system of moist depressions and young deflation plains where the sand has eroded, and the ground surface is near or at the water table. Soil profiles begin to form generally stable sediments. Seasonal ponding is frequent, and wetlands are extensive in this system.

A back-land system of mature deflation plains and older ridges, including generally stabilized backdunes where shrub stage and low-rising pioneer forest species advance shoreward. Vegetation on these dunes plays a critical role in stabilizing an otherwise unconsolidated sand structure.

Development activities removing vegetation or altering dune structures, especially in the back-land system, can significantly alter the dune environment that can destabilize the beach environment. Examples of development activities that can significantly impact the dune environment include:

- Extensive drainage projects that lower the water table, denying less-drought resistant vegetation to take hold and stabilize the surface;
- Large scale residential and commercial developments that create flat, open areas, allowing sand migration inland;
- The linear placement of structures, such as residences facing the ocean, that create a wall-like wind barrier that can affect adjacent, not fully stabilized areas; and

- Leveling of dunes, sand removal, and road and trail cuts in vegetated areas that increase the chance of blowouts that damage dune structures.

The consequences to altering dune structures increases the city's vulnerability to winter storm waves, coastal flooding, and tsunamis that threaten life and property.

Geologic Hazards

Geologically hazardous areas are critical areas susceptible to erosion, sliding, earthquake, or other geological events, are not suited to siting commercial, residential, or industrial development consistent with public health or safety concerns.

The city has adopted development standards in its Critical Areas Regulations to minimize hazards to the public from development activities on or adjacent to geologically hazardous areas (see Long Beach Municipal Code Title 13, Chapter 7).

Seismic Hazards

Seismic hazard areas are subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, soil liquefaction, debris flows, lahars, or tsunamis.

The Long Beach Peninsula is approximately 80 miles east of the Cascadia Subduction Zone. This fault line stretches from Cape Mendocino in California and runs north to Vancouver Island in British Columbia. While this fault produces infrequent earthquakes, its structure has the potential to create a significant seismic event as high as magnitude 9. However, there is no predictable interval as to the frequency of seismic events from this fault.

The effects of a high magnitude earthquake would likely result in severe to violent shaking that contributes to liquefaction. Liquefaction occurs when soils lose strength and stiffness due to shaking and essentially liquify, causing the foundation to any structure to collapse. The wet, sandy soils within the city are particularly vulnerable to liquefaction.

Because the entire city is within a moderate-to-high liquefaction zone, an earthquake would cause significant damage to structures, likely resulting in a significant loss of life. A risk assessment conducted in 2015 for a magnitude 9 earthquake estimates the city would experience damage to 1,406 buildings at a cost of $43,013,411. This figure does not include the value of public infrastructure, such as streets, water, and sewer facilities, damaged or lost during the event.

Tsunamis occur when geologic events, such as earthquakes or landslides, cause large, rapid movements in the sea floor that displace the water column above. That swift change creates a series of high-energy waves that radiate outward at speeds as high

as 600 miles per hour. A tsunami initially results in a series of waves, followed by flooding.

The potential for damage to the city depends on the severity of the event that caused the tsunami. Depending on the severity of the tsunami, the foredunes serve as a first line of defense, although road and trail cuts provide avenues for wave and flooding access.

While current technology can provide adequate public notice of distant tsunamis, a magnitude 9 earthquake on the Cascadia subduction zone can generate an event capable of striking the coast in minutes. Wave heights from this event would exceed the 25-foot MSL elevation of the dunes. Under this scenario, the 2015 risk assessment reports that a tsunami would expose all structures in the city to potential damage. Resulting liquefaction may hamper evacuation.

Soils

Fine sand makes up 80% of the soil types within the city, with small areas of mucky peat occurring mostly in the back-land areas. Distribution of these soils typically run in bands parallel to the coastline. The Netarts and Westport soils are common to dunes while the Seastrand and Yaquina soils are in depressional areas. No soils within the city meet the prime farmland soil classification, although the Seastrand and Yaquina elevate to that class if drained and irrigated.

Table 1: Soil type by area & percent of total area, NRCS

Soil Type	Acres	Percent of Total Area
Beaches	124.0	9.7%
Dune land	140.4	11.0%
Netarts fine sand	162.0	12.7%
Seastrand mucky peat	72.9	5.7%
Westport fine sand	467.2	36.6%
Yaquina loamy fine sand	135.7	10.6%

All soils run relatively deep to around 60 inches. Beach, dune, Netarts, and Westport soils are well-drained to excessively-drained while the Seastrand and Yaquina soils drain poorly.

Each soil type has its own development limitations, with wetness and cave-ins being the most common. These characteristics also contribute to geologic hazards.

Figure 2: Distribution of Soil Types

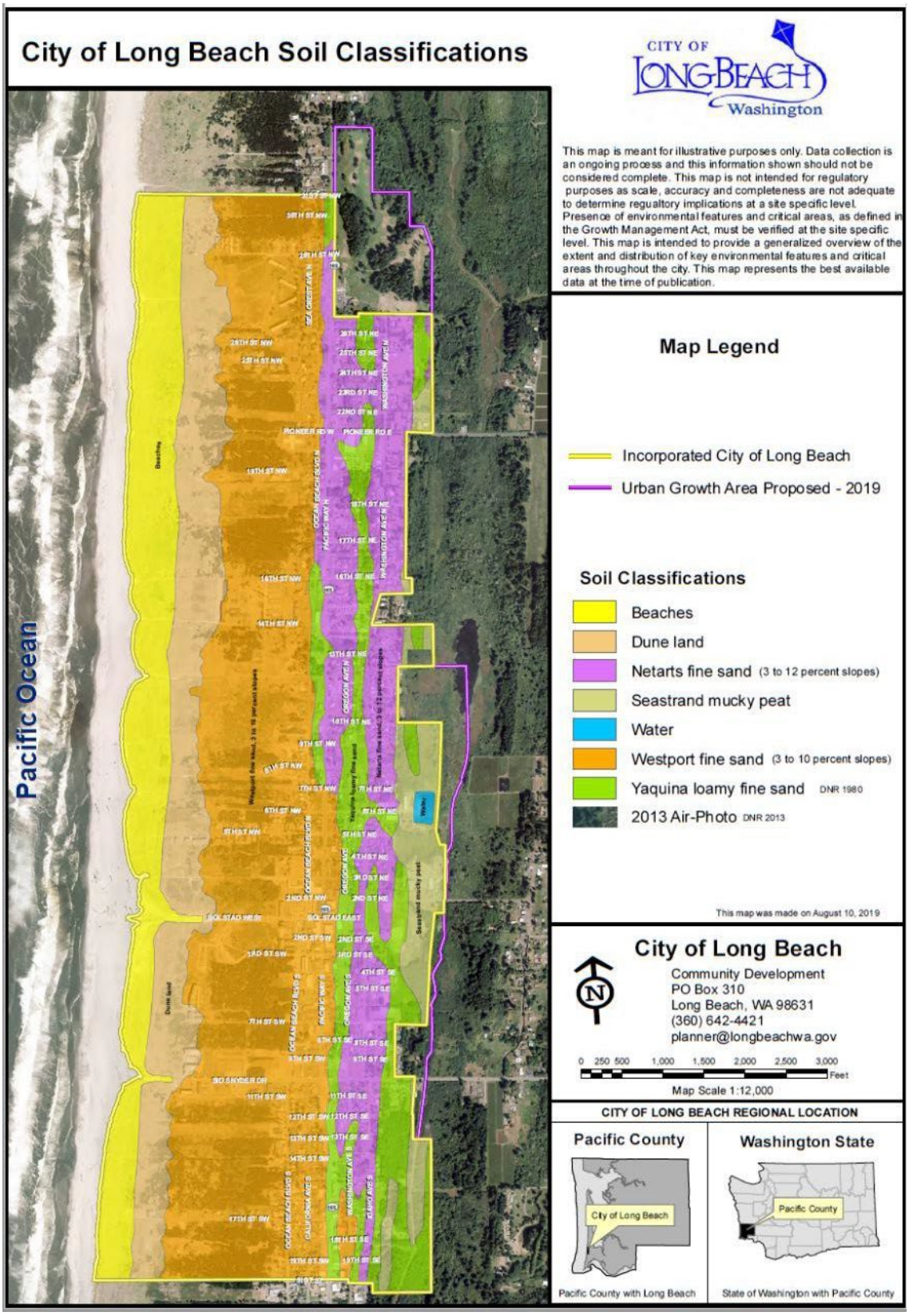


Table 2: Development limitations by soil types, NRCS

	Development Limitations				
Soil Type	Shallow excavations	Dwellings with basements	Small commercial buildings	Roads & streets	Lawns & landscaping
Beaches	------	------	------	------	------
Dune land	------	------	------	------	------
Netarts fine sand	Severe: cut cave-ins	Slight	Moderate: slope	Slight	Moderate: droughty
Seastrand mucky peat	Severe: cut cave-ins, humus, wetness	Severe: wetness	Severe: wetness, low strength	Severe: wetness	Severe: wetness, excess humus
Westport fine sand	Severe: cut cave-ins	Severe: wetness	Moderate: slope	Slight	Moderate: droughty
Yaquina loamy fine sand	Severe: cut cave-ins, wetness	Severe: wetness	Severe: wetness	Severe: wetness	Severe: wetness

Surface Waters

Pacific Ocean

The western boundary of the city ends adjacent to the mean high water line of the Pacific Ocean. However, under its Shoreline Master Program, the city's jurisdiction includes the ocean beach and the Pacific Ocean for three nautical miles waterward of the ordinary high water mark.

Ponds and Streams

Several small ponds, each less than an acre in area, lie along the eastern and northern boundaries of the city. The WDNR Forest Practices Application Mapping Tool identifies two of these ponds as fish bearing. Fishing publications indicate they contain bass and perch. The South Main Drainage Ditch exits Tinker Lake, located just outside the city, and roughly runs along the southern half of the western city limits.

Wetlands

Wetlands in the city are a critical area under the Growth Management Act (GMA). They include areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, grass-lined swales,

canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. However, wetlands may include those artificial wetlands intentionally created from nonwetland areas to mitigate conversion of wetlands, if permitted by the county or city.

There is a mosaic of 71 acres of isolated, freshwater interdunal wetlands located between the foredunes and Ocean Beach Boulevard. Most of these wetlands are relatively small; about three-quarters are less than 0.25 acres in size. **Table 3** shows the distribution of these wetlands by size.

Table 3: Wetlands by size, number, acres, & percent of total acres

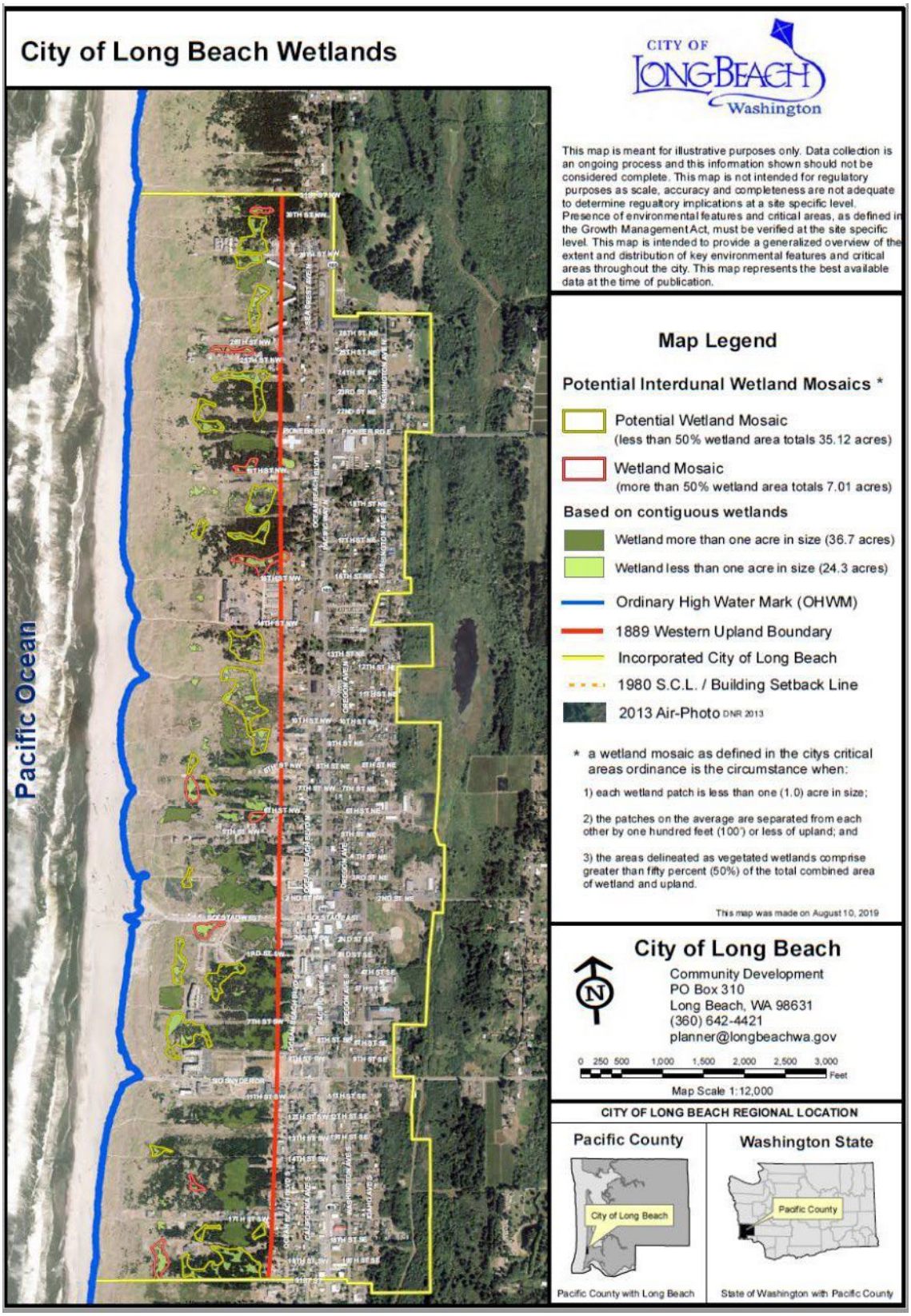
Wetland Size	Number	Acres	Percent of Total Acres
<0.10	98	4.6	6.5%
0.10 to 0.249 Acre	43	7.3	10.3%
0.25 to 0.499 Acre	17	5.7	8.0%
0.50 to 0.99 Acre	14	9.8	13.9%
1.0 Acre to 4.99Acres	13	29.0	40.9%
>4.99 Acres	2	14.5	20.4%
Total	187	70.9	100.0%

These interdunal freshwater forested/shrub and emergent wetlands lie within the shallow, sandy swales of the intermediate dune system. Created within the last fifty years as the seashore accreted and the dune complex grew, they gradually established as a result of high groundwater and rainfall. Because tidal action influences water levels in these wetlands, their interconnection with the shoreline environment places them with the city's Shoreline Master Program jurisdiction.

Another freshwater forested/shrub and emergent wetland complex straddles the western city limits. Approximately 30 acres of this system lies within city limits just southeast of Tinker Lake. Another 20 acres of wetlands sits south of Sid Snyder Drive.

The city protects wetland functions and values through its Critical Areas Regulations (see Long Beach Municipal Code Title 13, Chapter 7). However, it is important to note wetlands also provide function and value to other critical areas, such as fish and wildlife habitat conservation, frequently flooded, and critical aquifer recharge areas.

Figure 3: Distribution of wetlands



Frequently Flooded Areas

Frequently flooded areas are a critical area that cover lands in the flood plain subject to at least a 1% or greater chance of flooding in any given year, or within areas subject to flooding due to high groundwater. These areas can include streams, rivers, lakes, coastal areas, wetlands, and areas where high groundwater forms ponds on the ground surface.

The FEMA Flood Insurance Rate Map for the City of Long Beach designates the area west of the primary frontal dune as a Zone VE. This area is subject to inundation by the 1% annual-chance flood event with additional hazards due to storm-induced velocity wave action. This area is the only designated frequently flooded critical area within the city. There are no structures existing within this area.

Localized short-term flooding can occur in a few areas of the city during periods of heavy rainfall.

The city regulates uses and activities within frequently flooded areas through its Critical Areas Regulations (see Long Beach Municipal Code Title 13, Chapter 7).

Critical Aquifer Recharge Areas

Critical aquifer recharge areas are areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water, or is susceptible to reduced recharge.

A shallow, unconfined freshwater aquifer extends the length of the Long Beach Peninsula that essentially floats above a deeper, denser saltwater aquifer. USGS estimates that at an elevation of five feet, the freshwater lens is approximately 205 feet thick. Rainfall percolation and surface water bodies recharge this aquifer.

Soil types are a consistent indicator of groundwater depths from the surface. The higher elevation Netarts and Westport sands soils tend to have a depth to groundwater of about 5 to 10 feet in the wintertime while the lower lying Yaquina loamy sand and Seastrand mucky peat soils tend to have a depth to groundwater of about 2 to 6 feet during the wintertime. Groundwater levels are highest on the western side of the Peninsula than they are on the eastern side and they are consistently higher in elevation during the wintertime than the summertime.

Groundwater movement generally is perpendicular to the north-south spine of peninsula. Groundwater flowing to the west of the divide empties into the Pacific Ocean while groundwater flowing east goes into Willapa Bay.

While the city does not depend on its aquifer for potable water supply, protecting the aquifer quality within the city remains important for guarding the health of the larger Long Beach community, including protecting valuable recreational and commercial shellfish beds along the ocean beaches and in Willapa Bay.

The city has designated the entire city as a critical aquifer recharge area and prohibits through its Critical Area Regulations certain uses and activities that could impact groundwater quality (see Long Beach Municipal Code Title 13, Chapter 7).

Habitats and Species

The city's dune complex habitat and eastern wetland complex is a rich environment that supports a wide range of animal and plant species. The isolated wetlands in this area and the presence of priority species makes the dune habitat especially important as a fish and wildlife habitat conservation critical areas.

Wildlife

Over 300 resident and migratory bird species are known to frequent the Long Beach Peninsula. The dunes and with their wetlands attract them for foraging, roosting, and nesting opportunities. Mammals in the dune area include rodents, rabbits, deer, black bear, foxes, and coyotes.

Vegetation

Non-native European and American beach grasses dominate the dunes. These plants crossed over on their own in the 1930s when Oregon beach communities planted them to stabilize dunes. These grasses, however, crowd out other native plants, such as American dune grass, coastal strawberry, seashore lupine, and beach morning glory. Other invasive species that spread rapidly including Scotch broom, gorse, and stands of beach or shore pine.

No designated priority, threatened or endangered plant species exist within the city, according to the Washington Department of Fish and Wildlife.

Fish and Wildlife Habitat Conservation Areas

Under WAC 365-190-130, there are designated fish and wildlife habitat conservation areas within the city. Fish and wildlife habitat conservation areas (FWHCA) are important for maintaining populations of species in suitable habitats within their natural geographic distribution so that the habitat available can sufficiently support viable populations over the long term without creating isolated subpopulations. This does not always mean maintaining all individuals of all species, but it does mean not degrading or reducing populations or habitats so that they are no longer viable over the long term.

The primary FWHCA habitats in the city where endangered, threatened, and sensitive species have a primary association include:

- The Seashore Conservation Area
- Interdunal wetlands under jurisdiction of the Shoreline Master Program

The endangered, threatened, and sensitive species that may exist within FWHCA in the city include:

- Western grebe
- Great blue heron
- Tundra swan
- Waterfowl concentrations

These species require special protection and/or management actions to ensure their survival. The city protects the function and value of FWHCA through its Critical Areas Regulations (see Long Beach Municipal Code Title 13, Chapter 7).

Chapter 11. The Human Environment

Historical Development

The earliest inhabitants of the area were Native Americans, including the Chinook and Lower Chehalis people. While explorers had detected the mouth of the river as early as 1775, it wasn't until Captain Robert Gray sailed in his ship, Columbia Rediviva, across the bar and into the river on May 11, 1792 that non-natives entered the area. Other ships from Europe and America visited in the ensuing years to trade with the Native Americans.

The first recorded non-native American visitors to the Long Beach Peninsula were Captains Meriwether Lewis and William Clark in 1805. In the first American overland expedition to the Pacific Coast, the Corps of Discovery ultimately traveled down the Columbia River and in November of 1805, landed near present-day Chinook. Setting up camp, they then explored much of the surrounding territory, making maps and naming places. On November 18, Clark led an expedition over Cape Disappointment and up the coast. To commemorate the arrival, he carved his name on a pine tree in the vicinity of present-day Long Beach. On November 24, 1805 the Corps made the decision to cross the river and winter at Fort Clatsop and left the area. Although their stay on the Long Beach peninsula was brief, it had a lasting impact on the identity of the community.

Settlement of the region began shortly after in 1811with the establishment of a trading post in Astoria. The first settlements on the peninsula happened in the 1850s with "Pacific City" near present-day Ilwaco and Oysterville on the north end of the peninsula. The California gold rush spurred a demand for oysters from the area, and cranberry production also began to take hold at that time. These commercial activities, along with the abundant timber, prompted the Oregon Territorial Legislature to create Pacific County on February 4, 1851, the third county north of the Columbia River in what would later become Washington Territory.

By 1870 the Long Beach Peninsula had gained a reputation as a popular destination for summer vacationers and drew many visitors from Portland and other places in the northwest. The 28 miles of beach between Seaview and Leadbetter Point served as a highway to Oysterville and other settlements on the peninsula for many years.

Henry Harrison Tinker established a seashore resort on the Long Beach peninsula in 1880. Railroad service provided a direct and convenient connection to boats from Portland, bringing even more people. People gradually began to build summer cottages. In 1922, the area known as Tinkerville incorporated as the Town of Long Beach.

Today, Long Beach is known for its hometown environment, seashore architectural motif, natural setting, fresh air, and numerous recreational opportunities.

Historic and Current Population

Resident Population

The first US Census count for the City of Long Beach occurred in 1930, reporting a population of 396. Since that time, the Washington State Office of Financial Management (OFM) estimated that the city grew to 1,445 people in 2018.

An alternate estimate prepared by the US Census sets the city's population at 1,413 for 2017. However, because the OFM estimate incorporates more locally derived data than the US Census methodology, the comprehensive plan will rely on OFM annual forecasts between the decennial census.

Table 4: City of Long Beach population counts, 1930 – 2018, US Census & OFM

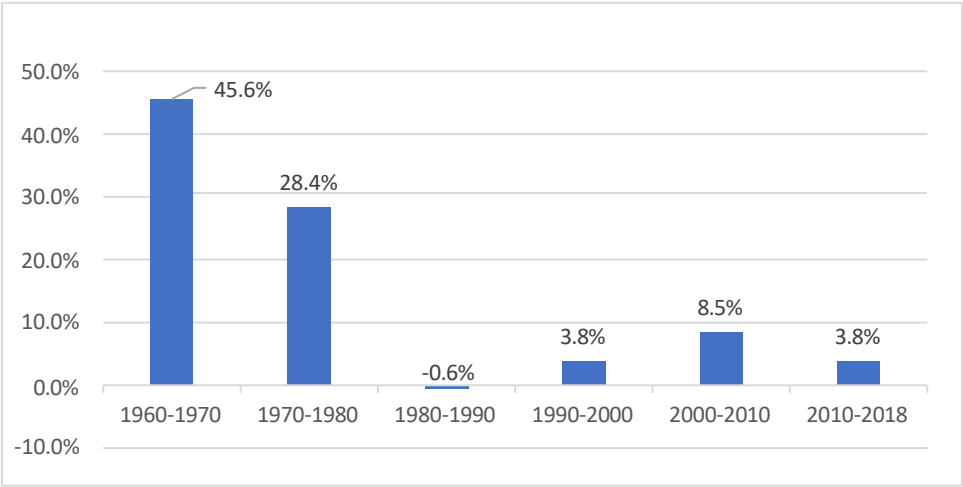
	US Census Decennial Counts									
	1930	1940	1950	1960	1970	1980	1990	2000	2010	2018*
Long Beach	396	620	783	665	968	1,243	1,236	1,283	1,392	1,445
Pacific County	14,970	15,928	16,558	14,674	15,796	17,237	18,882	20,984	20,920	21,420

* OFM estimate

Since 1970, Long Beach has averaged about 6.6% of Pacific County's total population base.

Looking at annual OFM population estimates for Long Beach since 2000 shows that Long Beach has experienced times of uneven population gains and losses. The percent change in population for the city from one census to the next has been quite variable.

Figure 4: Growth rates between population counts, 1960 - 2018



While Long Beach experienced large fluctuations in population in the past, increase and decrease have become smaller since 1980.

Table 5: Annual Growth Rates, 2000 - 2018

Year	Population	Annual Growth Rate	Year	Population	Annual Growth Rate
2000	1,283	2.20%	2010	1,392	-0.93%
2001	1,360	6.00%	2011	1,390	-0.14%
2002	1,333	--1.99%	2012	1,400	0.72%
2003	1,263	-5.25%	2013	1,410	0.71%
2004	1,247	-1.27%	2014	1,410	0.00%
2005	1,273	2.09%	2015	1,420	0.71%
2006	1,296	1.81%	2016	1,430	0.70%
2007	1,299	0.23%	2017	1,440	0.70%
2008	1,284	-1.15%	2018	1,445	0.35%
2009	1,405	9.42%			

The average annual growth rate for the city since 2000 has been relatively slow at 0.71%. From 2010 through 2018, the average growth rate declined to 0.47%.[9] However, the annual growth rate for the city has picked up to .56% since 2012, a reflection of the improving regional economy.

Visitor Population

Because of its outstanding year-round recreational attractions, the City of Long Beach receives thousands of visitors annually who either come for a day or stay for multiple days. On any given day between July 1 and Labor Day, the permanent, seasonal, and visitor population can total approximately 8,500 to 9,000. During summer events, such as the Fourth of July or the Kite Festival, the population can swell to as high as 50,000 in a single day.

Community Demographics

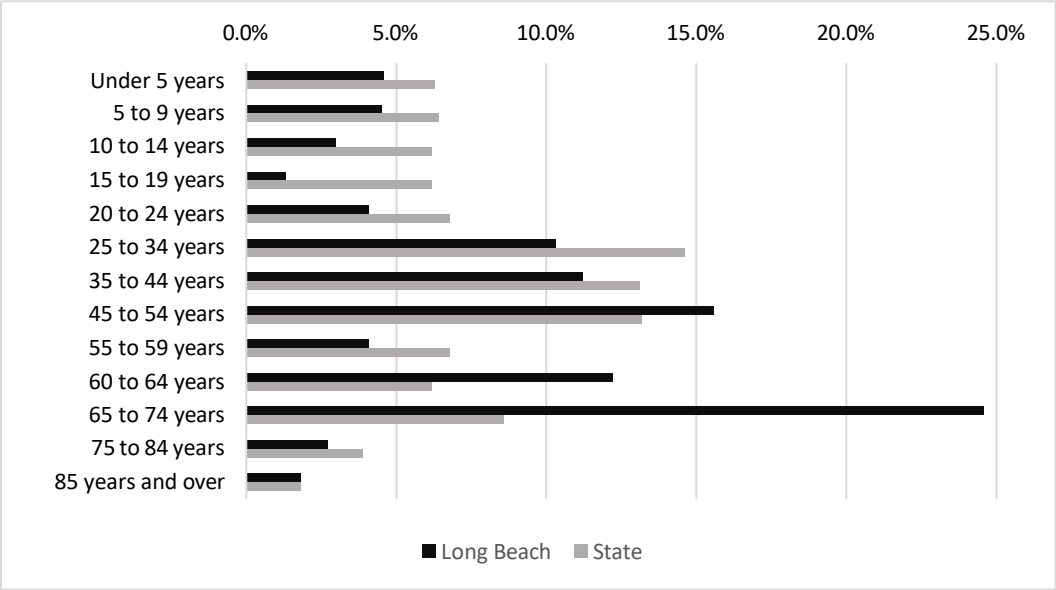
The US Census provides demographic data about the general population for the City of Long Beach. Much of the specific data is available only for 2010; a subsequent 2017 American Community Survey (ACS) provides additional estimates. It is important to recognize that some data resources reported within the 2010 US Census are estimates and not always an actual count.

[9] The March 2019 Water System Comprehensive Plan relied on an average annual growth rate of 0.49% calculated from 2010 through 2017.

Age

The median age of Long Beach residents is significantly older than the state as a whole; 52.4 years versus 37.6 years. **Figure 5** demonstrates this difference when comparing the distribution of age groups between the city and the rest of the state. City residents in the 60 through 74 make up a particularly large percent of the total population.

Figure 5: Distribution of age groups, City of Long Beach & state, ACS 2017



Race and Hispanic Origin

City residents who report as solely being white or white in combination with some other race make up 95.4% of the total population. Other city residents who report as being of one race or in combination with another race include: 4.5% claiming some other race; 2.7% American Indian/Alaskan Native; 0.4% Asian; and <0.1% black/African American (ACS 2017).

Residents of Hispanic or Latino origin of any race comprise 16.2% of the city's population. Nearly 80% of these individuals are Mexican or of Mexican ancestry.

Households Size

The 2010 US Census counted 726 households within the city. There was an average of 1.85 people per household in Long Beach compared to 2.51 people per household for the statewide average.

Long Beach household characteristics vary significantly from the rest of the state. The city has far fewer family households and family households with children under 18 years than found statewide. Conversely, there are greater percentages of nonfamily

households in the city than the state, including the percentage of householders who are living alone as well as those 65 years and older living alone.

Table 6: Household types, City of Long Beach & state, ACS 2017

Household Type	Long Beach	State
All households	100%	100%
Family households	47.1%	64.4%
- Family households with children under 18 years	14.0%	29.1%
Nonfamily households	52.9%	35.6%
- Nonfamily householders living alone	44.8%	27.2%
- Nonfamily householders living alone, 65 year & over	18.8%	8.7%

Veterans

The 2017 ACS estimates there are 173 veterans living in Long Beach. Nearly 60% of veterans are 65 to 74 years old, and 65% served in Vietnam. The first Gulf War veterans are the next largest group, with 22.5% serving in that conflict.

The number of veterans has been decreasing significantly in the city; the 2010 US Census reported 316 individuals living in the city at that time.

Educational Attainment

While Long Beach residents have a higher percentage of high school graduates and those with some college than the statewide average, educational attainment declines with a bachelor's degree or higher.

Table 7: Educational attainment of Long Beach & state residents, ACS 2017

	Long Beach	State
Less than 9th grade	3.5%	3.8%
9th to 12th grade, no diploma	5.1%	5.3%
High school graduate	30.3%	22.5%
Some college, no degree	31.2%	24.0%
Associate degree	9.6%	9.9%
Bachelor's degree	12.1%	21.7%
Graduate or professional degree	8.2%	12.7%

Income

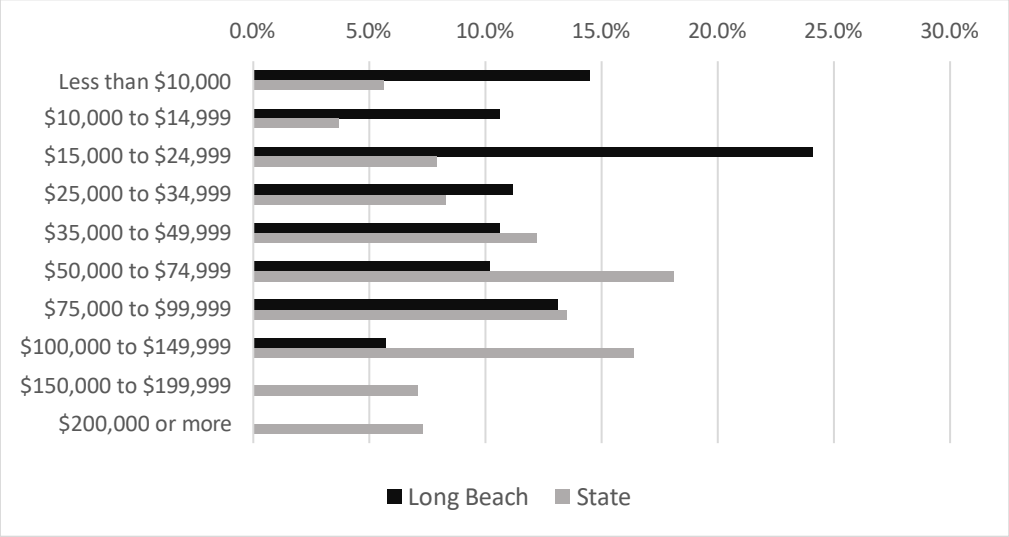
Household income levels in 2017 were lower in Long Beach than found statewide.

Table 8: Household income & characteristics, ACS 2017

	Long Beach	State
Median household income	$25,750	$66,174
Households with Social Security income	51.2%	28.7%
Households with retirement income	19.9%	18.9%
Households with cash public assistance	7.2%	3.5%
Families below the poverty line for past year	10.9%	8.0%
Adults 65 and over	15.7%	9.0%

There is a distinct difference in the distribution of income groups when comparing Long Beach residents to those statewide.

Table 9: Distribution income by percent of all households, City of Long Beach & state, ACS 2017



Statistics provided by the US Department of Housing and Urban Development show that 925 residents, or 64.5% of the population, qualify as low- to-moderate income. Low- to-moderate income represents those households earning at or below 80% of the county median household income or $31,916 (2017).

These statistics suggest Long Beach residents have a greater than average number of retired individuals living on fixed incomes.

Future Population Projections

Population estimates are an essential planning tool for determining future land demand, infrastructure and public service needs, and revenues levels. However, small communities should be cautious about their accuracy; population projections based on a small population size can change quickly due to sudden changes in fertility patterns, migration rates, demographic data, the cost and availability of housing, the supply of land for expansion, land use policy, and economic trends within the county and the surrounding region. Therefore, frequent analyses of population projections are essential to ensure any projection remains a reliable planning tool.

Fluctuating growth patterns (page 3) and age demographics (page 5) suggest future population growth will be more dependent on in-migration than fertility rates. The regional economy will also likely influence in-migration rates, making projections for the city difficult.

While there are no future population projections prepared specifically for Long Beach, the Office of Financial Management (OFM) does prepare 25-year population trends for each county as part of their Growth Management Act (GMA) responsibilities. OFM has been preparing population projections for counties since 1995, including periodic updates, with the most recent in 2017. Although OFM considers the medium estimate as the most likely scenario, the high and low series reflect what might happen if there are significant unanticipated positive or negative structural changes in the county's population. **Table 10** presents the high, medium, and low projections OFM prepared for Pacific County.

Table 10: *GMA high, medium, & low Pacific County 20-year population projection, 2020 - 2040*

	Projection Years					
	2020	2025	2030	2035	2040	Number Increase
High Series	22,450	23,146	23,609	24,062	24,517	2,067
Medium Series	21,311	21,532	21,670	21,758	21,857	546
Low Series	20,454	20,542	20,414	20,265	20,125	-629

Pacific County selected the medium series for their current comprehensive plan update but has yet to assigned population numbers for the urban growth areas (personal communication with Pacific County, 04-04-2019). The median annual growth rate in the Medium Series is 0.12%.

Long Beach can extrapolate two future population scenarios for 20-yar planning period using two simple linear projection models.

The first one relies on using the medium projection prepared by OFM for Pacific County and assuming Long Beach will grow at the same 0.12% annual growth rate as the rest of the county. **Table 11** below shows the outcome of using this method.

Table 11: City of Long Beach 20-year population forecast based on 0.12% annual growth rate

		Projection Years					
	2018 Estimate	2020	2025	2030	2035	2040	Increase
Annual Growth at 0.12%	1,445	1,448	1,457	1,430	1,475	1,484	39

Application of this scenario renders a rather modest population increase over the 20-year planning period. However, considering the city's own actual growth rates over the past 20 years, this is an unlikely scenario.

From 2000 through 2018 the city had a median annual growth rate of 0.70%. **Table 12** shows the result of applying this annual growth rate from 2018 through the year 2040.

Table 12: City of Long Beach 20-year population forecast based on .70% annual growth rate

		Projection Years					
	2018 Estimate	2020	2025	2030	2035	2040	Increase
Annual Growth at 0.70%	1,445	1,465	1,517	1,571	1,627	1,685	240

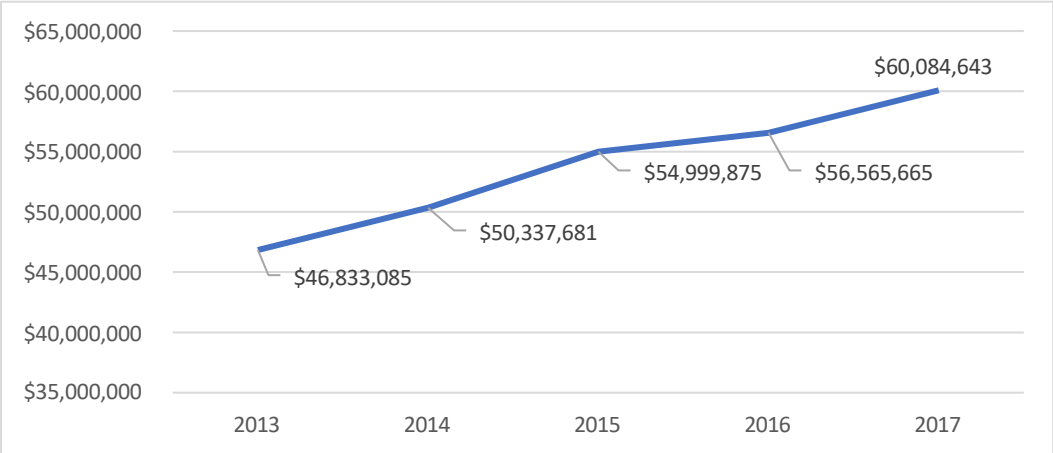
Economic Development

While tourism plays a dominant role in the economy of Long Beach, the community also supports other economic activities typical of rural communities serving regional needs. The city shares a significant economic link with the greater Long Beach Peninsula and the nearby City of Ilwaco.

Businesses

The Washington State Department of Revenue (DOR) reports Long Beach as having the highest collected retail sales tax revenues of any city in Pacific County. Since 2013, retail sales tax revenues have grown 28.3%.

Figure 6: City of Long Beach retail tax revenues years 2013 – 2017, DOR



For the 2017 calendar year, the accommodations and food service sector accounted for 45.1%, or $27,072,985, of total retail sales tax revenue. Retail trade was the next highest at 25.5% or $15,306,213.

Employment

The 2017 ACS provides information about employment statistics for city residents.[10]

Table 13: Resident Employment by type, number, and percent of total workforce, ACS 2017

Type of Employment	Number	Percent
Accommodation & food services	89	20.8%
Health care & social assistance	72	16.9%
Construction	54	12.6%
Educational services	39	9.1%
Administrative & support & waste management services	34	8.0%
Real estate & rental and leasing	25	5.9%
Professional, scientific, & technical services	24	5.6%
Retail trade	21	4.9%
Finance & insurance	15	3.5%
Wholesale trade	12	2.8%
Other services, except public administration	12	2.8%
Manufacturing	11	2.6%
Information	6	1.4%
Utilities	5	1.2%
Agriculture, forestry, fishing & hunting	4	0.9%
Public administration	4	0.9%

[10] This table only includes individuals residing within the city limits.

Housing Profile

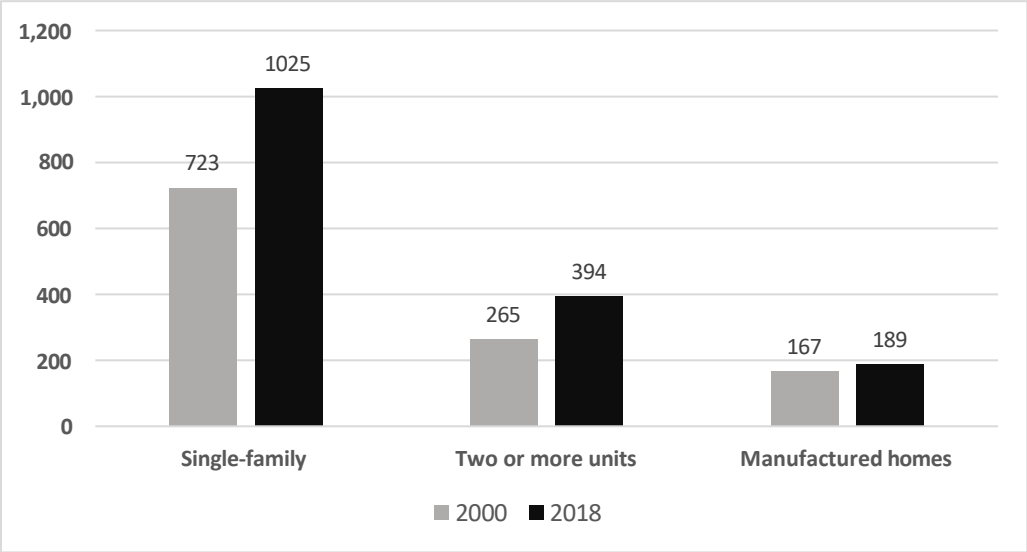
There were 1,608 housing units within the City of Long Beach as of 2019 (OFM).

Housing Types

From 2000 to 2018, Long Beach housing units increased by 39%, or 453 units. The highest percentage gain in housing types were structures with two or more units (49% or 129 units)[11], followed by single-family residences (42% or 302 units). There was a marginal increase in manufactured homes (13% or 22 units) during this time.

However, housing construction in Long Beach slowed from 2010 and 2018. Of the 44 new housing units added in the city, 39 were single-family residences, three were manufactured homes, and there were two multifamily units.

Table 14: Housing types, 2000 and 2018, OFM



The distribution of housing types in Long Beach, especially the number of multifamily residences for a community of its size, reflect its status as a resort community. However, Single-family homes remain the predominate housing-type in Long Beach today.

[11] A residential structure with two or more units

Figure 7: Distribution of housing types, OFM 2018

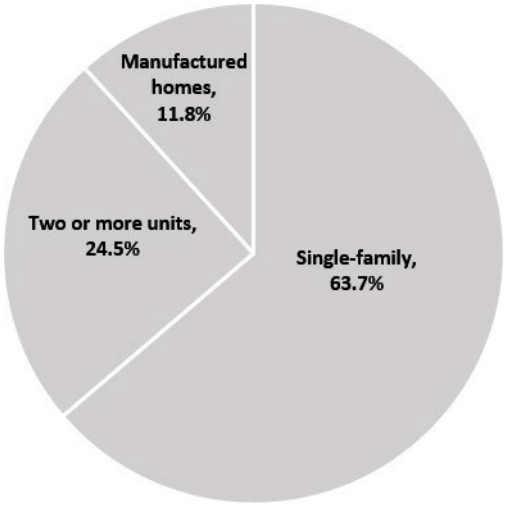
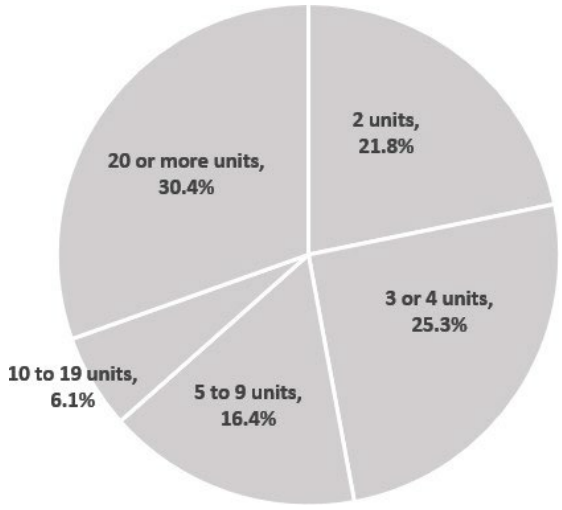


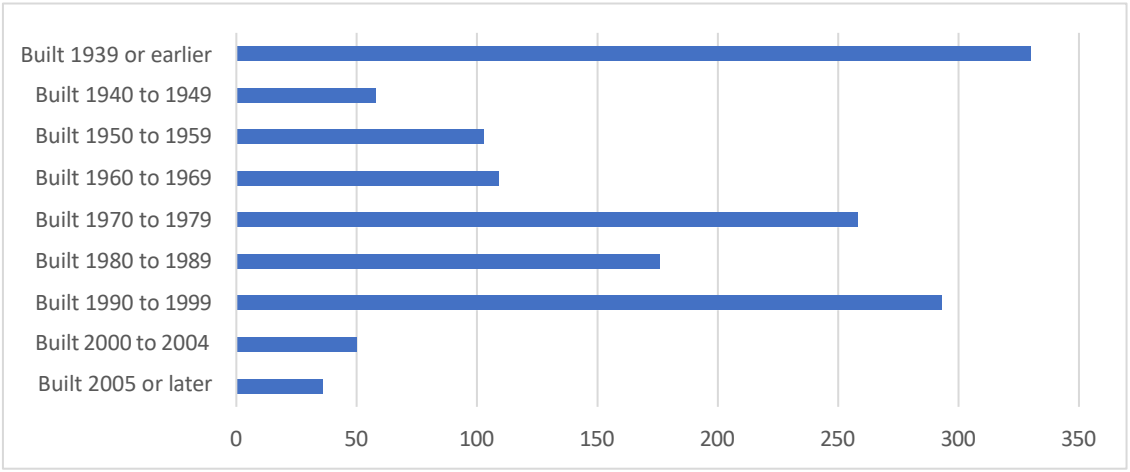
Figure 8: Distribution of multifamily housing by number of units, ACS 2017



Age of Housing

The highest percentage of housing built in Long Beach dates to 1939 or earlier (23.4% of all units). However, 51.5% of all housing construction occurred between 1970 and 1999.

Table 15: Number of homes by age, ACS 2017



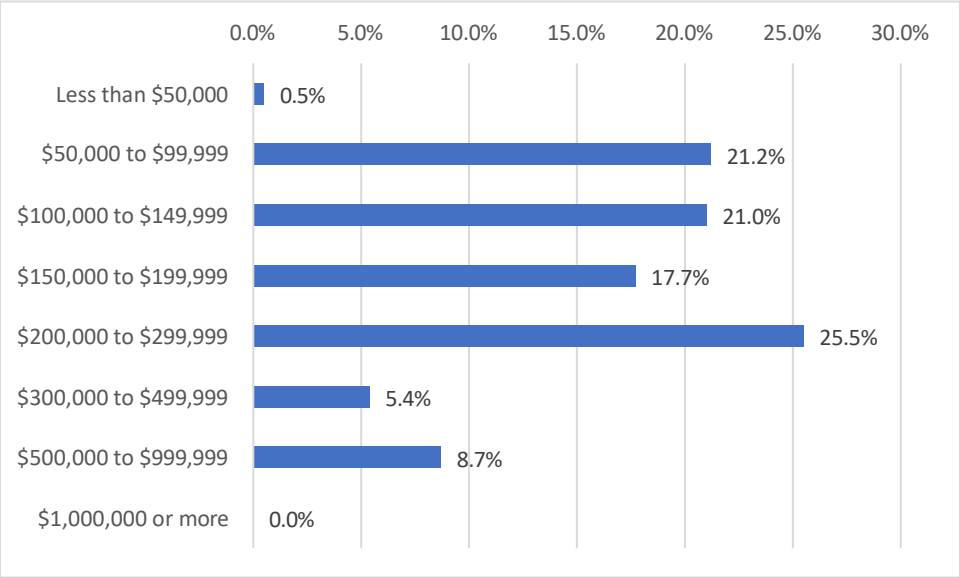
Housing Tenure and Occupancy

Homeowners comprise 57.5% of all occupied housing units, while renters comprise 42.5%. However, Long Beach is unusual in that of its 1,788 total housing units, 58.7% of them unoccupied (ACS 2017). This large occupancy rate is due to the large number of vacation or second homes within the city.

Owner-Occupied Home Value

The median owner-occupied home value in Long Beach is $174,200 (ACS 2017). Slightly over a quarter of owner-occupied homes fall in the $200,000 to $299,999 range.

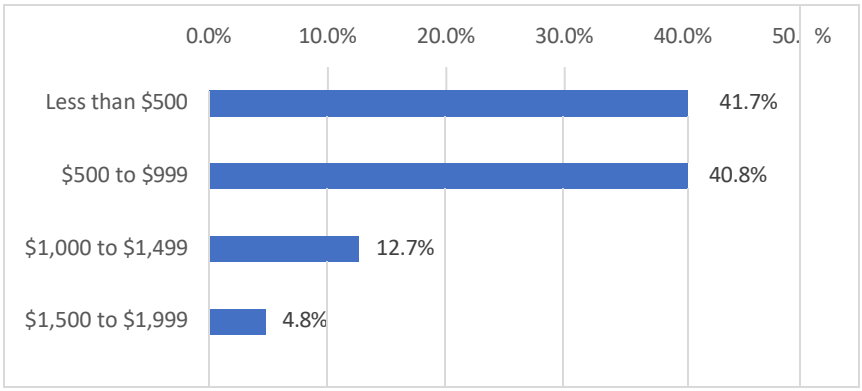
Figure 9: Value of homes by percent of total housing, ACS 2017



Gross Rent

The median gross rent in Long Beach is $655 per month. (ACS 2017)

Figure 10: Gross rent by percent of all rental units, ACS 2017



Low-Income Housing

The Joint Pacific County Housing Authority constructed the Driftwood Apartments in 2019, a complex with 27 units consisting of one-, two-, and three-bedroom units.

Special Needs Housing

Discovery Recovery is a rehabilitation facility providing treatment for people with drug addiction and other substance abuse problems.

Land Uses

General Development Patterns

Land use patterns in the City of Long Beach reflect its connection to the ocean environment, small town setting, and recreational tourism.

Situated at the base of the Long Beach Peninsula, the city has developed in a relatively narrow, one-half mile wide band with a north-south orientation along State Route (SR) 103/Pacific Avenue. Ocean beaches, its dune system with associated wetlands, and the Seashore Conservation Area border the western side of the community. To the east is a series of large wetland complexes.

At its southern border is the unincorporated community of Seaview that has a similar development pattern to Long Beach. North of the 31st Avenue city limits, similar development patterns continue, although in a tighter pattern along SR 103.

The city's last annexation occurred in February 2010 when it expanded the northern city limits to include the area west of SR 103 between 28th Street NW to 31st Street NW.

Central Long Beach

A centrally-located business district lies between 11th Street S to the south and 3rd Street NW to the north. The central business district focuses on visitor-serving uses such as retail stores, hotels, restaurants, and many amusements, as well as some government uses, including city hall and the police station. Immediately east of the downtown corridor is a recently-developed park, Veteran's Field, including a large grassy area, performance stage, and commemorative flag plaza. Beyond Veterans Field are residential neighborhoods, parks, tennis courts, playgrounds, ball fields, basketball courts, the elementary school, the post office, and a smattering of neighborhood commercial uses such as banks and the local newspaper. West of downtown are resorts, and some high-density residential; this area now prohibits residential development and reserves it for visitor-serving uses. In addition, there are amusements, trails and the boardwalk, and many acres of undeveloped passive recreational dune area and the ocean beaches.

Outside of Central Long Beach

South of Sid Snyder Avenue and north of Bolstad Avenue are mostly neighborhood-serving businesses along SR 103, including several recreational vehicle facilities serving visitors. East and west of the mostly neighborhood-serving businesses along SR 103 are

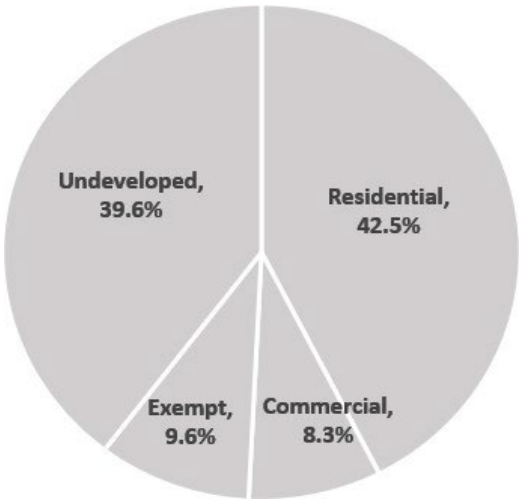
residential neighborhoods, as well as a several resorts, hotels, and bed & breakfast inns. Beyond these are the dunes, Discovery Trail, and the ocean beach.

Inventory of Existing Land Uses

The State of Washington requires the Pacific County Assessor to assign all real property within the city a land use code according to the land use classification system under WAC 458-53-030. This information is useful in inventorying the types of land uses within the City of Long Beach. The Pacific County Assessor's Office provided in January 2019 the information used in this section.

Residential properties make up the largest land use in area within the city, followed closely by undeveloped land. Commercial and exempt properties comprise 9.6% and 8.3%, respectively.

Figure 11: Land uses by percent of total land area within City of Long Beach (2019)



Residential Land Uses

Residential land uses, excluding hotels and motels, cover 297.4 acres of land within the city, with single-family residences comprising 83.6% of all residential uses. The 2019 total market value for residential buildings and land was $241million, or 62.7% of the city's total market value for assessed properties.

Although creating a smaller footprint in the city, condominiums follow as the next largest residential land use in the city. They cover 7.8% of residential land and make up 15.1% of the city's total market value for assessed properties.

Figure 12: Existing Land Uses (2019)

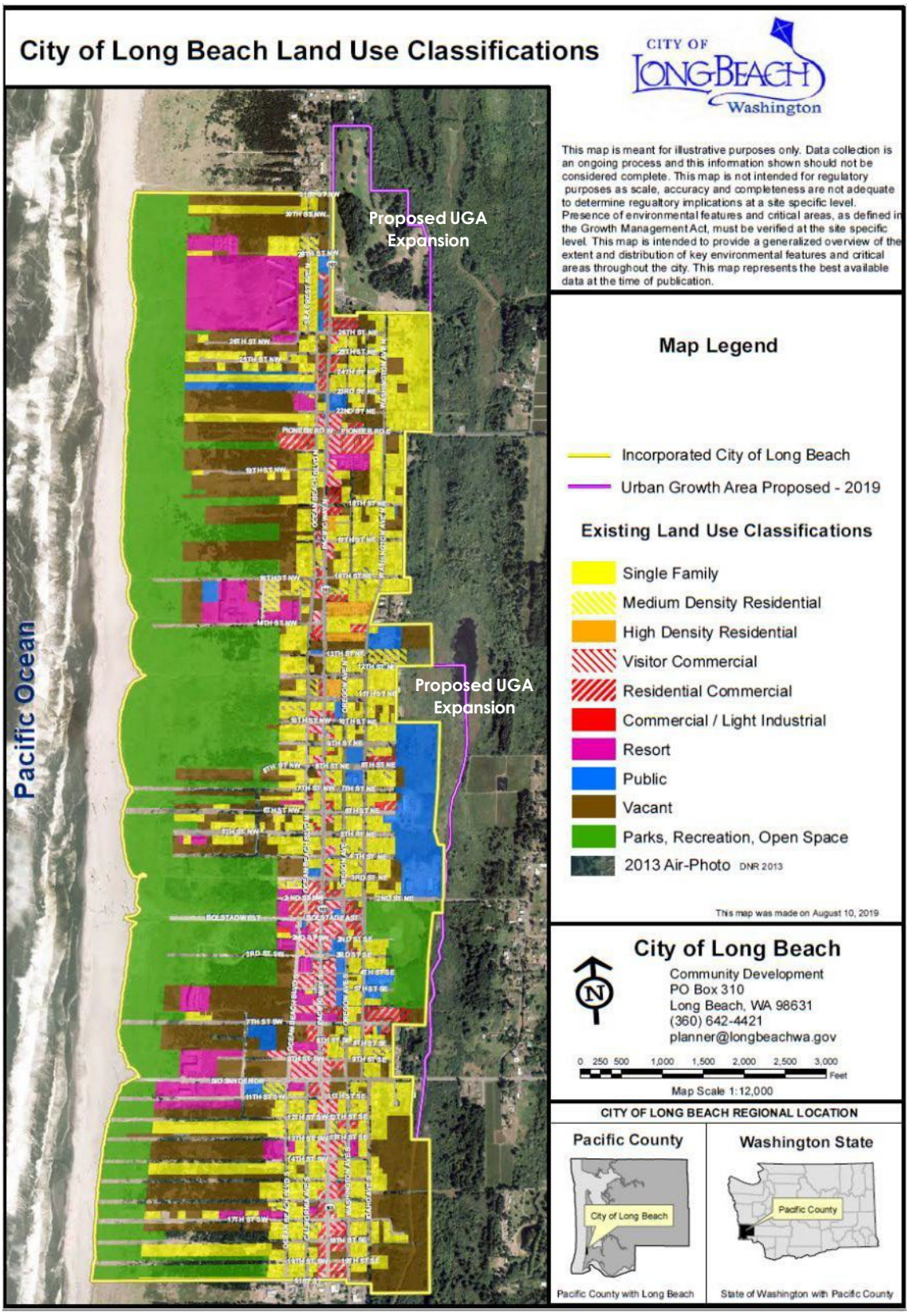


Table 16: Single-family land use profile (2019)

Single-family (Land Use Code 11)	
Number of parcels	972
Median lot size (square feet)	5,002
Median market value	$149,450
Total market value	$164,178,400
Total acreage	248.7
Percent of total city acreage	35.2%

Table 17: Multi-family (2 to 4 units) land use profile (2019)

Residential – 2 to 4 units (Land Use Code 12)	
Number of parcels	46
Median lot size (square feet)	5,204
Median market value	$174,400
Total market value	$8,211,000
Total acreage	7.4
Percent of total city acreage	1.0%

Table 18: Multi-family (5 or more units) land use profile (2019)

Residential – 5 or more units (Land Use Code 13)	
Number of parcels	11
Median lot size (square feet)	13,000
Median market value	$174,400
Total market value	$3,734,700
Total acreage	5.5
Percent of total city acreage	0.8%

Table 19: Condominium land use profile (2019)

Residential – Condominiums (Land Use Code 14)	
Number of units	399
Median market value	$81,000
Total market value	$58,316,200
Total acreage	23.2
Percent of total city acreage	3.3%

Table 20: Mobile home park land use profile (2019)

Residential – Mobile home park (Land Use Code 15)	
Number of parks	6
Median park size (acre)	.37
Median market value	$272,000
Total market value	$2,456,600
Total acreage	4.8
Percent of total city acreage	0.7%

Note: Mobile and manufactured homes are taxed as personal property and the units in mobile home parks are not reflected in this market value.

Table 21: Institutional lodging land use profile (2019)

Residential – Institutional lodging (Land Use Code 17)	
Number of properties	2
Total market value	$1,735,200
Total acreage	1.9
Percent of total city acreage	0.3%

The vacant KLEAN Treatment Facility currently falls under this category.

Table 22: All other residential land use profile (2019)

Residential – All other (Land Use Code 18)	
Number of parcels	24
Median lot size (square feet)	5,000
Median market value	$70,350
Total market value	$1,790,400
Total acreage	5.9
Percent of total city acreage	0.8%

This category can include residential garages and other accessory buildings on individual lots or derelict residential structures.

Table 23: Vacation and cabin residences land use profile (2019)

Residential – Vacation & cabin (Land Use Code 19)	
Number of parcels	18
Median lot size (square feet)	5,001
Median market value	$45,000

Total market value	$800,700
Total acreage	2.7
Percent of total city acreage	0.4%

These parcels generally do not have structure on them and may be used by owners for camping.

Commercial Land Uses

This category includes buildings and lands used for a wide range of commercial activities, including general commercial, transportation services, private communications, retail trade, personal and professional services, and recreation. Hotels and motels, while technically a residential land use under the land use code system, they are included in this discussion because of their association with economic activities common to other land uses in this category.

Commercial land uses account for 58.7 acres of the city's total land base and nearly $82 million in assessed market value. While commercial land and buildings account for 21.2% of the total market value of properties in the city, their importance for generating sales, business and occupation, hotel/motel, and personal property tax revenues for the city is considerable.

Of the six land use codes in the commercial category, land and buildings for activities related to "trades" makes up 48.9% of the market value for all commercial properties. These businesses include retail trade, general merchandise, groceries, automobile-related, eating and drinking establishments, and other trade activities not falling within the previous categories. Businesses, such a financial, insurance, real estate, professional, and personal services, make up the next largest value of commercial properties.

Table 24: General commercial land use profile (2019)

General Commercial (Land Use Codes 18 – 39)	
Number of parcels	3
Median lot size (square feet)	9,980
Total market value	$529,600
Total acreage	0.49
Percent of total city acreage	0.1%

Table 25: Transportation & communication land use profile (2019)

Transportation/Communication (Land Use Codes 46 – 47)	
Number of parcels	3
Median lot size (square feet)	9,980
Total market value	$177,000*
Total acreage	1.71
Percent of total city acreage	0.2%
No assessed value given for Century Tel properties*	

Table 26: Trade land use profile (2019)

Trade – All (Land Use Codes 51 – 59)	
Number of parcels	177
Median lot size (square feet)	4,996
Median market value	$140,000
Total market value	$40,009,600
Total acreage	21.3
Percent of total city acreage	3.0%

Table 27: Services land use profile (2019)

Services – All (Land Use Codes 61 – 69)	
Number of parcels	89
Median lot size (square feet)	5,090
Median market value	$179,300
Total market value	$22,347,400
Total acreage	15.0
Percent of total city acreage	2.1%

Table 28: Recreation land use profile (2019)

Recreational – All (Land Use Codes 73 – 79)	
Number of properties	19
Median lot size (square feet)	4,050
Median market value	$104,000
Total market value	$3,415,100
Total acreage	3.9
Percent of total city acreage	0.6%

Table 29: Hotel & motel land use profile (2019)

Hotels/motels (Land Use Code 16)	
Number of hotel/motels	14
Median property size (acre)	0.72
Median market value	$883,850
Total market value	$15,283,800
Total acreage	16.3
Percent of total city acreage	2.3%

Exempt Land Uses

Exempt land uses include land and buildings owned by government, churches, and nonprofit organizations.

Government is the largest of exempt land owners and includes the City of Long Beach (30.6 acres), Pacific County (8.3 acres), Ocean Beach School District (13.8 acres), Washington Department of Fish and Wildlife (5.5 acres), the Joint Pacific County Housing Authority (0.8 acres), and the Economic Opportunity Committee (0.4 acres).

Churches own 0.9 acres and nonprofit organizations own 7.3 acres.

Table 30: Exempt land uses profile (2019)

Exempt property (Land Use Codes 97)	
Number of parcels	119
Median lot size (square feet)	5,000
Median market value	$171,200
Total market value	$29,815,000
Total acreage	67.6
Percent of total city acreage	9.6%

Undeveloped Lands

Table 31: Undeveloped land use profile (2019)

Undeveloped land (Land Use Codes 91)	
Number of properties	391
Median lot size (square feet)	8,374
Median market value	$56,000
Total market value	$32,183,400
Total acreage	279.9
Percent of total city acreage	39.6%

This land use category includes parcels within the city currently without structures.

Undeveloped parcels in the city range from 5,000 square feet to six acres in size. Aerial inspection of the parcels under this category show them as yards to adjacent residential structures, undeveloped parking or storage areas for commercial uses, and bare land.

There are 42.5 acres, or 15.2% of all undeveloped lands, within the S-4 Shoreline Conservancy District set aside as natural areas.

Some of the larger undeveloped parcels in the city have significant development limitations that reduce their full development potential. Wetlands exist on parcels that extend towards the beach as well as along the eastern city limits boundary. A survey of these parcels finds that 29 of them have wetlands, reducing their overall development potential by 69.7 acres. In addition, the 1980 SCL also bisects many undeveloped larger parcels that extend towards the beach.

Finally, it is important to note that some owners of the smaller undeveloped parcels may not be interested in making them available for development. Owners of undeveloped parcels adjacent to their residence frequently maintain them as extended yards or open space and have no intention to sell them. However, these lots do offer significant potential for single-family or multi-family infill development depending on the zoning district.

On the other hand, there are owners of large parcels currently designated under the single-family Land Use Code 11 who may one day choose to subdivide their land for further development.

Land Development Policies and Regulations

The City of Long Beach has been fully planning under the Growth Management Act (GMA) since 1990. GMA requires cities and counties to adopt a comprehensive plan and development regulations consistent with Chapter 36.70A RCW, Chapter 365-196 WAC, and the countywide planning policies adopted by Pacific County.

Comprehensive Plan

The city's comprehensive plan is an important policy document guiding future public and private development in the community. The city adopted its first comprehensive plan under GMA in 1997 and a second one in 2008. RCW 36.70A.130 requires the city to update the currently adopted comprehensive plan by June 30, 2020 and every eight years thereafter.

RCW 36.70A. 070 requires six mandatory elements to the comprehensive plan:

- Land Use Element
- Housing Element

- Capital Facilities Plan Element
- Utilities Element
- Economic Development Element
- Park and Recreation Element

Critical Areas Regulations

Critical Area Regulations, Long Beach Municipal Code (LBMC) Title 13, manages development in and adjacent to wetlands, fish and wildlife habitat conservation areas, frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas. The city adopted the most current version of the Critical Areas Regulations in 2010 and is currently undergoing an update.

Zoning Regulations

Zoning Regulations, LBMC Title 12, defines the use and standards for property development in specific areas of the city.

The code establishes five categories of zoning districts:

- Six Residential districts;
- Four Visitor Commercial and Mixed-Use districts;
- Three Commercial and Industrial districts;
- Five Shoreline districts; and
- Three Public and Open Space Districts

By area, the Public and Open Space Districts is the largest zoning category with the Shoreline Conservancy District comprising most of this acreage. Much of this area is west of the 1980 Seashore Conservation Line (SCL) as well as two large publicly owned lots west of the 1889 SCL.

Figure 13: Zoning Districts and Rights-of-Way by Percent of Total City Acreage

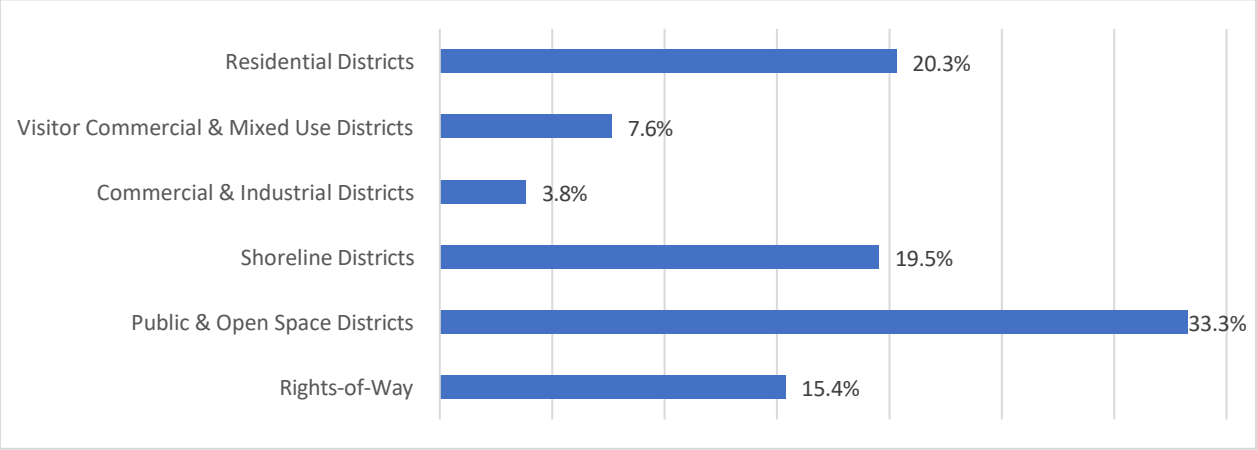


Table 32: Residential Zoning Districts

District	District Intent	Acres
R1 – Single Family	Provides for low density, single-family residential neighborhoods that may include community services and facilities that will serve the area's population while protecting and maintaining the single-family residential character	105.2
R1R – Single Family Restricted	Provides for low density, single-family residential neighborhoods that enhance and contribute to an atmosphere of early twentieth century beach architectural design. Community services and facilities that will serve the area's population while protecting and maintaining the single-family residential character may also be included.	46.1
R2 – Two Family	Provides for two-family and single-family residential development as well as community services and facilities that will serve the area's population while protecting and maintaining the residential character	9.2
R2R – Two Family Restricted	Provides for two-family and single-family residential development that enhances and contributes to an atmosphere of early twentieth century beach architectural design. Community services and facilities that will serve the area's population while protecting and maintaining the residential character may also be included. Small scale lodging establishments and vacation rentals may also be allowed.	11.6
R3 – Multi-Family	Provides for multi-family dwellings as well as single- and two-family residential development, at a higher density than found in other residential zones. Residences may be cottages and town homes developed on small lots as well as condominiums and apartment buildings on larger properties. Community services and facilities that will serve the area's population while protecting and maintaining the residential character may also be provided.	42.5
R3R – Multi-Family Restricted	Provides for multi-family dwellings as well as single- and two-family residential development, at a higher density than found in other residential zones. The design character should enhance and contribute to an atmosphere of early twentieth century beach architectural design. Community services and facilities that will serve the area's population while protecting and maintaining the residential character may also be included.	2.4
	Total Acreage	217.1

Table 33: Visitor Commercial & Mixed-Use Zoning Districts

District	District Intent	Acres
OT – Old Town	Provides a compact retail core that will stimulate foot traffic, promote tourism and serve the needs of visitors, while creating an early twentieth century seashore theme.	24.3
OTW – Old Town West	Provides a compact retail core that will stimulate foot traffic, provide lodging, promote tourism and serve the needs of visitors, while creating an early twentieth century seashore theme. Taller buildings are allowed to take advantage of ocean views.	12.8
RC – Residential Commercial	Provides for a mix of residential and commercial uses in a pedestrian oriented neighborhood that is residential in character, while creating a twentieth century seashore look. Commercial uses serve the needs of local residents as well as visitors but exclude certain more intensive activities that might have a negative impact on residences, such as those that emit noise, light, smells or vibrations. Development is encouraged that will provide compatibility between different uses and facilitate future conversion from one use to another.	35.6
AC – Accommo-dations	Provides for tourist lodging and associated visitor oriented commercial uses, with development that enhances and contributes to an atmosphere of early twentieth century beach architectural design.	9.0
	Total Acreage	81.7

Table 34: Commercial & Industrial Zoning Districts

District	District Intent	Acres
C1 – Commercial	Provides for more intensive commercial uses and businesses that primarily serve the needs of local residents by providing basic goods and services. It may also provide for multi-family housing and mixed uses. While some visitor-serving uses may occur, it is not the primary focus of the commercial district. It is specifically intended that no activities that emit annoying levels of noise, smoke, and/or vibration be permitted. Designs in the commercial district should continue the twentieth century seashore theme.	25.0
C-2 – Commercial Retail/Warehouse	Provides for uses that require larger warehouse facilities. It is specifically intended that no activities that create noise disturbance or emit annoying levels of smoke or vibration be permitted.	8.8
LI – Light Industrial	Provides for uses that require larger warehouse facilities, are more intensive in use, or are industrial in nature and have the potential to emit noise, light and odors and impact other uses.	7.2
	Total Acreage	41.0

Table 35: Shoreline Zoning Districts

District	District Intent	Acres
S1 – Shoreline Single Family	Provides for a low density, residential neighborhood in keeping with the historical beach village character and to provide for such community services and facilities to serve the area's population while subject to restrictions to protect, preserve and enhance the values of shoreline property.	69.1
S2 – Shoreline Multi-Family	Provides for a medium density, residential neighborhood character and to provide for community services and facilities that will serve the area's population. Development is subject to restrictions to protect, preserve, enhance, and contribute to both the values of significant environmental features and the historical beach village character.	54.5
S3 – Shoreline Resort	Provides for tourist oriented commercial development, providing lodging and tourist serving businesses. The design character of the area is that of coastal resort, drawing on the natural setting of the dunes while protecting, preserving and enhancing significant environmental features.	30.3
S3R – Shoreline Resort Restricted	Provides for tourist lodging oriented commercial development. Development may also include limited tourist oriented commercial establishments and resort amenities. The design character of the area is that of a coastal resort, drawing on the natural setting of the dunes while protecting, preserving and enhancing significant environmental features.	49.7
S3M – Shoreline Resort Mixed-Use	Provides a mixed-use area for resort development that includes both short term lodging as well as residences at a more intensive density. Development may also include limited tourist oriented commercial establishments and resort amenities. The design character of the area is that of a coastal resort, drawing on the natural setting of the dunes while protecting, preserving and enhancing significant environmental features. The S3M district is primarily intended for properties in the north urban growth area that may be annexed into the city in the future.	5.2
	Total Acreage	208.8

Design Review Criteria and Guidelines

LBMC Title 12, Chapter 10 adopts review requirements for all development within the R1R, R2R, R3R, OT, OTW, RC, AC, C1, C2, S1, S2, S3, S3R, S3M, P, PR and S4 zoning districts. This section of the zoning code adopts the manual *Design Guidelines for the City of Long Beach, Washington* (April 2012) to promote the visual aesthetics of structures within these zoning districts. The review process sets standards for:

- Siding
- Roofing materials
- Windows
- Doors
- Fences
- Colors

- Fenestration patterns
- Roof form and pitch
- Expression of detailing
- Orientation
- Landscaping
- Site design
- Signs

Land Division

LBMC Title 11, Chapter 4, regulates the subdivision of land. This section of the code provides for short subdivisions (four or fewer lots), subdivisions, and boundary line adjustments. The city last updated this code in 2009.

Development Standards

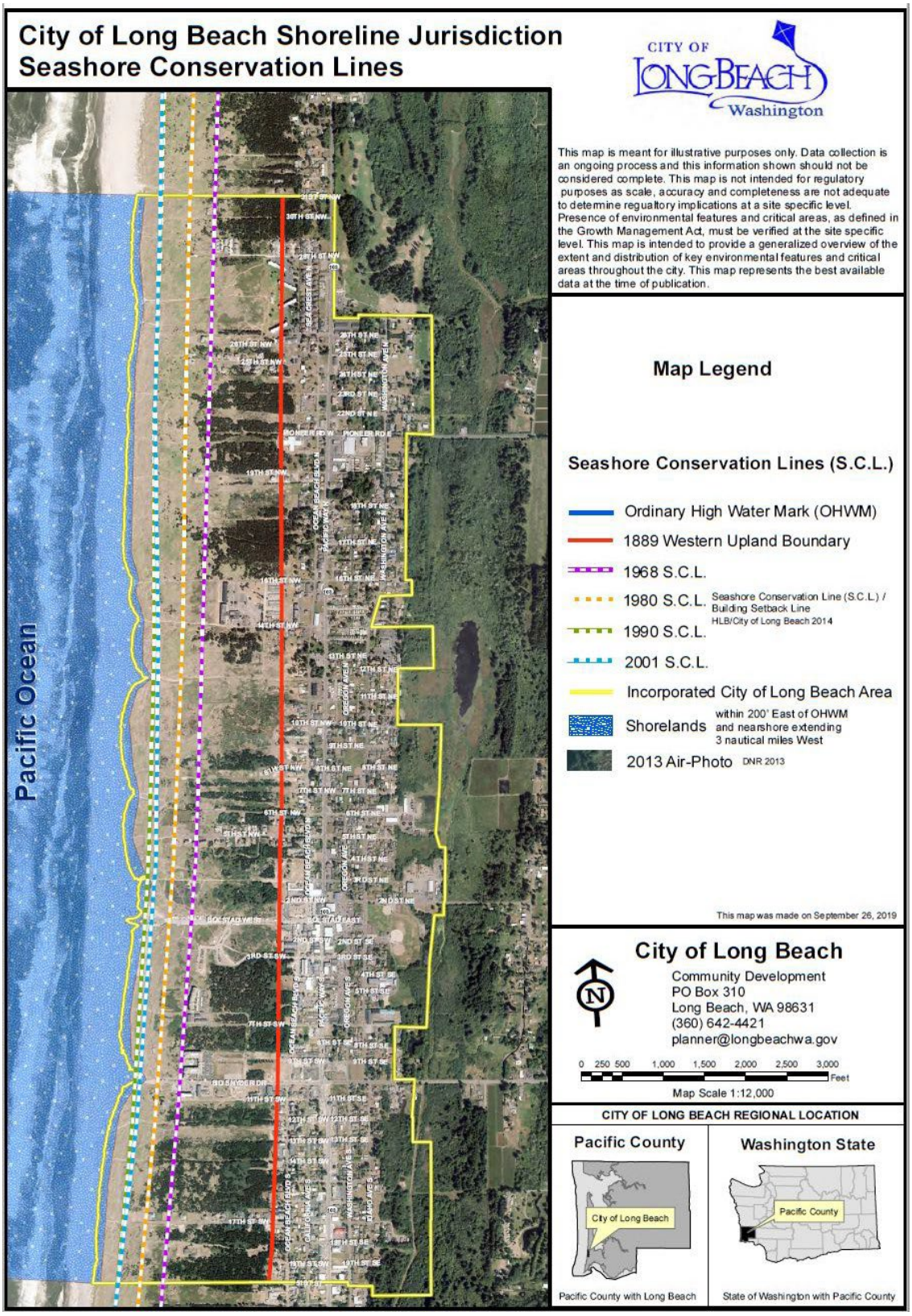
LBMC Title 11, Chapter 5, sets development standards for streets, utilities, and drainage. The city last updated this code in 2009.

Seashore Conservation Line

An important defining feature within the city is the Seashore Conservation Area (SCA). The Washington State Legislature created this area in 1967 to limit development pressures along the Washington coast from Cape Disappointment to the Straits of Juan de Fuca and to dedicate the beaches to public recreation. See RCW 79.05.600 through .695. The SCA includes those lands located between the line of ordinary high tide and the line of extreme low tide and includes all state-owned non-trust accreted lands along the ocean, including those lands immediately west of the city limits of Long Beach. The SCA includes lands that formed by accretion and located landward of the present mean high tide line. The eastern boundary of the SCA is the Seashore Conservation Line (SCL). The Washington State Parks and Recreation Commission administers SCA lands not in private ownership and the SCL.

The Commission established the original SCL in 1968 approximately 100 feet east of the vegetation line and due to accretion, it reviews the location every ten years beginning in 1980. There are now 1968, 1980, 1990, 2000, and 2010 SCLs. See Figure 14 on the next page. The 1980 SCL is the current building setback line in Long Beach, and private construction may not happen west of it.

Figure 14: Seashore Conservation Lines



Shoreline Master Program

In addition to meeting GMA planning and development regulation requirements, the city plans and manages development within the shoreline environment through its Shoreline Master Program (SMP), adopted in accordance with the Shoreline Management Act, Chapter 90.58 RCW.

The purpose of the SMP is to promote shoreline access, uses, and development of the Long Beach shoreline while protecting and restoring shoreline environmental functions. The SMP is unique in that it is a combination of goals and policies like a comprehensive plan and contains development regulations specific to the shoreline environment. Under RCW 36.70A.480, adopted in 2010, the goals and policies within the SMP are now an element of the comprehensive plan and its use regulations are part of the city's development regulations.

There are two Shoreline Environment Designations in the city. The first is Aquatic, which extends from the ordinary high water mark (OHWM) westward for three nautical miles. The second is Conservancy, which extends 200 feet inland from the OHWM and includes all associated wetlands influenced by tidal action.

Land Capacity Analysis

A land capacity analysis estimates the amount of land available in the city to accommodate future residential, commercial-light industrial, and resort land uses. This process compares the existing land supply within the city limits to determine if expansion beyond the current boundaries is necessary to accommodate growth over the next 20-years.

Current Residential Land Supply

Current zoning in Long Beach provides nine districts that allow a range of housing types. Each one allows single-family residences, six allow for two-family dwelling units, and four allow multi-family dwelling units.

It is possible to roughly estimate the potential capacity for future residential development within each zoning district by analyzing the size of parcels classified under Land Use Code 91, Undeveloped Land, along with the minimum lot size requirements for development. This estimate also incorporates potential development of nonconforming lots given requirements within the development standards of each district. For ease of analysis, dwelling units is the standard measure for each district.

Limitations to this analysis that are difficult to quantify include: willing sellers; land affordability for buyers; market preferences for new subdivisions versus infill development; housing construction affordability; and, the presence of critical areas that limit property development.

The outcome of this analysis shows the acreage of buildable land for residential, commercial, and resort land uses:

Table 36: Potential Dwelling Units on Undeveloped Lands by Zoning District

Residential Zoning Districts
Single-Family (R1) Residential District - Total 12.1 Acres • 43 dwelling units on lots that meet the minimum 6,000 SF lot size (6,638 – 42,479 SF) • 47 dwelling units on non-conforming lots (4,033 – 5,841 SF)
Single-Family Restricted (R1R) Residential District - Total 7.2 Acres • 46 dwelling units on lots that meet the minimum 6,000 SF lot size (6,851 – 36,834 SF) • 4 dwelling units on non-conforming lots (4,247 – 4,854 SF)
Two-Family (R2) Residential District - Total 1.7 Acres • 16 dwelling units on lots that meet the minimum 4,000 SF/DU minimum lot size (9,856 – 21,215 SF) • 1 dwelling unit on one nonconforming lot (3,859 SF)
Two-Family Restricted (R2R) Residential District -Total 2.0 Acres • 19 dwelling units on lots that meet the minimum 4,000 SF/DU minimum lot size (4,745 – 18,512 SF)
Multi-Family (R3) Residential District - Total 31.7 Acres • 459 dwelling units on lots that meet the minimum 3,000 SF/DU minimum lot size (2368 – 337,229 SF)
Multi-Family Restricted (R3R) Residential District -Total 1.1 Acres[12] • 16 dwelling units on lots that meet the minimum 3,000 SF/DU minimum lot size (8,766 – 9,794 SF)
Shoreline Single-Family (S1) Residential District - Total 31.6 Acres • 124 dwelling units on lots that meet the minimum 10,000 SF/DU minimum lot size (10,327 – 102,150 SF) • 10 dwelling units on nonconforming lots (5,299 – 9,691 SF)
Shoreline Multi-Family (S2) Residential District - Total 27.2 Acres • 106 dwelling units on lots that meet the minimum 10,000 SF/DU minimum lot size (10,848 – 199,401 SF) • 12 dwelling units on nonconforming lots (4,454 – 9,774 SF)

Excluding the number of potential dwelling units in the Multi-Family (R3) Residential District, the city could accommodate approximate 370 dwelling units on 82.9 acres of residentially zoned undeveloped land in the city.

[12] It is important to note that wetlands comprise a large portion of lands in the Multi-Family (R3) Residential District. This limits the availability of land in the city for larger apartments in the city.

Current Commercial-Light Industrial Land Supply

The city currently has six different commercial zoning districts that allow a wide range of uses and development standards.

Table 37: Undeveloped Commercial-Light Industrial Lands by Zoning District

District	Total Undeveloped Acreage	Acres of Conforming Lots	No. of Conforming Lots
Old Town (OT) District	3.4	3.3	26
Old Town West (OTW) District	8.1	8.1	24
Residential Commercial (RC) District	7.7	4.2	15[13]
Commercial (C1) District	2.2	1.7	18
Commercial Retail Warehouse (C2) District	2.5	2.4	3
Light Industrial (LI) District	0.00	0.00	0

Resort Land Supply

Land devoted to larger tourist lodgings is a significant contributor to the Long Beach economy. The city currently has four zoning districts catering to accommodations.

Table 38: Undeveloped Resort Lands by Zoning District

District	Total Undeveloped Acreage	Acres of Conforming Lots	No. of Conforming Lots
Shoreline Resort (S3) District	16. 6	13.5	17
Shoreline Resort Restricted (S3R) District	38.8	38.4	14
Shoreline Resort Mixed Use (S3M) District	4.0	4.0	1
Accommodations (AC) District	2.4	1.9	3

[13] The Residential Commercial (RC) District has an additional 25 nonconforming lots in the 4,500 to 4,850 square foot range totaling 2.73 acres.

Capital Facilities and Public Services

Water System

The City of Long Beach operates a Group A water system that provides potable water supply to residential and commercial customers both in the city and a service area that extends beyond the city limits. The city last adopted Comprehensive Water System Plan in July 2005, although it is currently in the process of developing an update.

Source Supply

The City of Long Beach water system water relies on surface water from two impoundments located east of the City for its potable water supply. The Yeaton/Baker Impoundment, constructed in early 1930s, provides storage for about 10 MG. The Dohman Creek Impoundment, constructed in 1978, has a current storage capacity of 19 MG. In addition, the city withdraws an average of 1.9 MG of water from Matticks Creek during the summer months to augment the Yeaton/Baker Reservoir.

Raw water from the Dohman Creek Impoundment is pumped to the Yeaton/Baker Impoundment via a transmission line. Two pumps at the Yeaton/Baker Impoundment deliver water to the Water Treatment Plant. Another pump located on Matticks Creek also delivers water to the Yeaton/Baker Impoundment.

The watersheds above the surface withdrawals are undeveloped timberlands owned by the city and private landowners. The city may need to acquire additional instantaneous water rights to meet future demand.

Treatment Plant

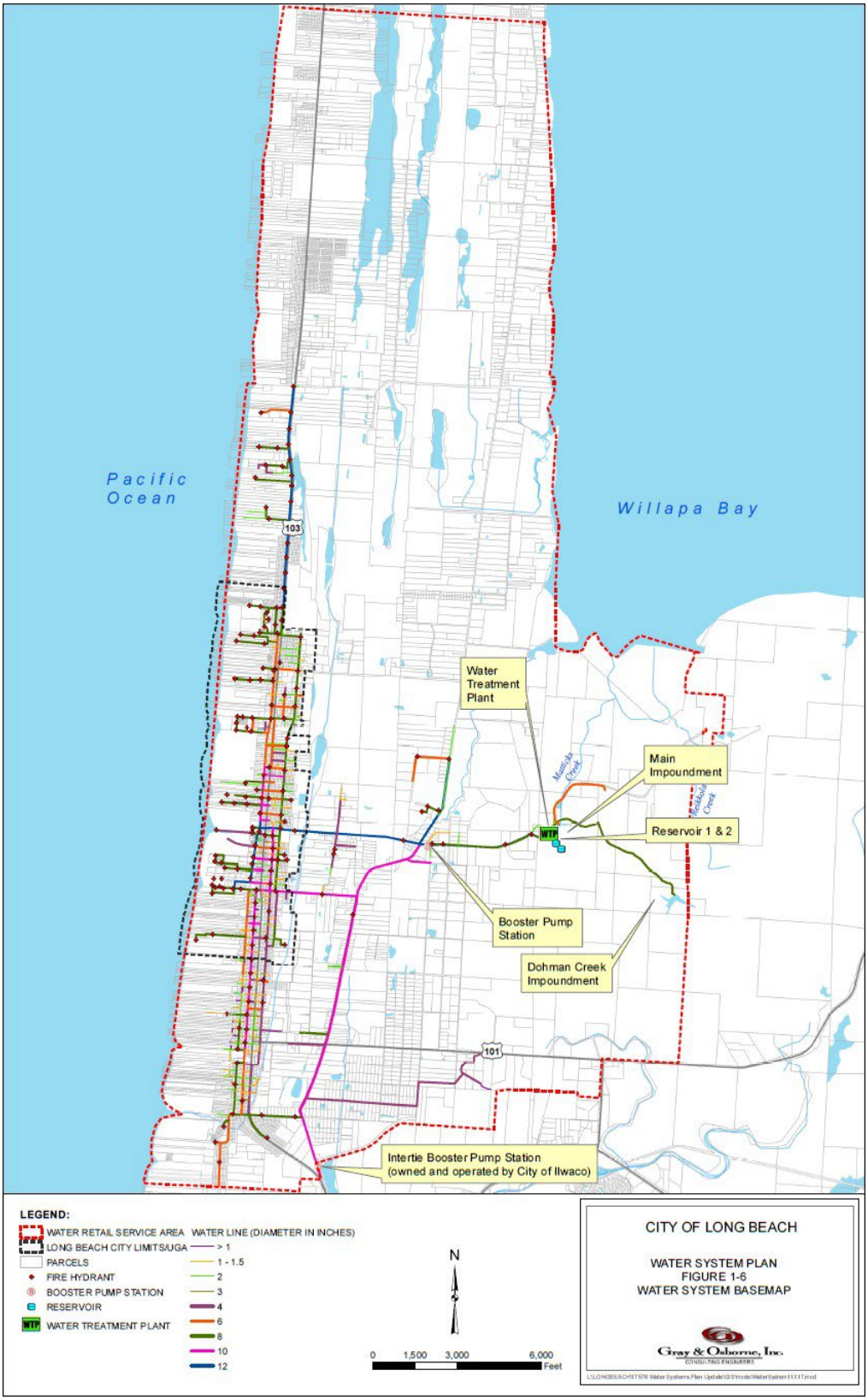
The City of Long Beach Water Treatment Plant is a 1.5 MGD (expandable to 2.0 MGD) Pall microfiltration package water treatment plant. The plant, upgraded in 2012 at a cost of $4 million, is located at the Yeaton/Baker Impoundment. The plant produces finished water meeting federal surface water treatment standards.

The plant produced 162 million gallons of finished water in 2017, an increase of 7.2% since 2013. The city's water quality currently meets all requirements for lead, copper, and coliform.

Storage

The treatment plant pumps finished water to two one million-gallon storage reservoirs located on site. Finished water first flows to Reservoir No. 1, a concrete tank reservoir built in 1978, and then into Reservoir No. 2, a welded steel reservoir built in 2003. Outflow from Reservoir No. 2 then enters the distribution system.

Figure 15: Water system facilities



As of the 2005 Comprehensive Water System Plan, the storage system has no deficiencies.

Booster Pump Station

The booster pump station located near the corner of 67th Place and Sandridge Road has three 10-horsepower pumps capable of pumping 675 gpm at 40 feet total dynamic head. A by-pass valve at the station allows water to pass by in the event of power outage or a very high fire flow demand.

Distribution System

The distribution system has about 34 miles of pipe ranging in size from 1-inch to 12-inch lines. Most distribution lines are asbestos cement (AC) in the 4-inch to 6-inch sizes. Lines in the 8-, 10-, and 12-inch size range are polyvinyl chloride (PVC). AC lines, a common installation choice from the 1940s through the 1960s, have a lifespan of around 50 years. Installation of PVC lines, which has a longer lifespan, began in the 1970s.

The city has been making steady progress in reducing system leakage. In 2013, 20.9% of the system's production was unaccounted; by 2017, that loss lowered to 18.4%.

The city has a six-inch emergency intertie with the City of Ilwaco located at Black Lake. An interlocal agreement executed between the two cities in 2000 governs the use of the intertie.

Service Area

The service area for the city water system extends beyond the city limits and includes Seaview to the south, up to Cranberry Road to the north, and to the water treatment plant to the east. The boundaries of the current service area predate the adoption of the Growth Management Act, which limits extension of urban services to rural areas.

The service area has 2,104 connections, with 82% of them serving a full-time resident population of 3,854. The city estimates the system additionally serves a nonresidential population of approximately 1,000.

Table 39: Water system service area connections, 2019

	Inside City Limits	Outside City Limits	Total Connections
Commercial connections	243	100	343
343Residential connections	1,036	682	1,718
Total	1,279	782	2,061

Pacific County coordinates permit review with the city whenever it receives applications for subdivisions and building permits in the unincorporated portions of the service area. All development receiving approval to connect to the water system must be consistent with county's comprehensive plan and development regulations.

Wastewater Collection and Treatment System

The City of Long Beach operates a wastewater collection and treatment program for most residences and businesses within the city limits. Some residences north of Pioneer Road along Washington Avenue North still rely on on-site sewage systems.

The city prepared a Sewer System Comprehensive Plan in May 1999 that examined existing conditions, wastewater flows and characteristics, and system improvements.

Wastewater Collection System

The city's wastewater collection system relies primarily on 63,000 feet of gravity sewer line. Most of this system dates to the 1950s and consists of asbestos-cement (AC) pipes. Gravity sewer lines range from 4-inch to 12-inch pipes.

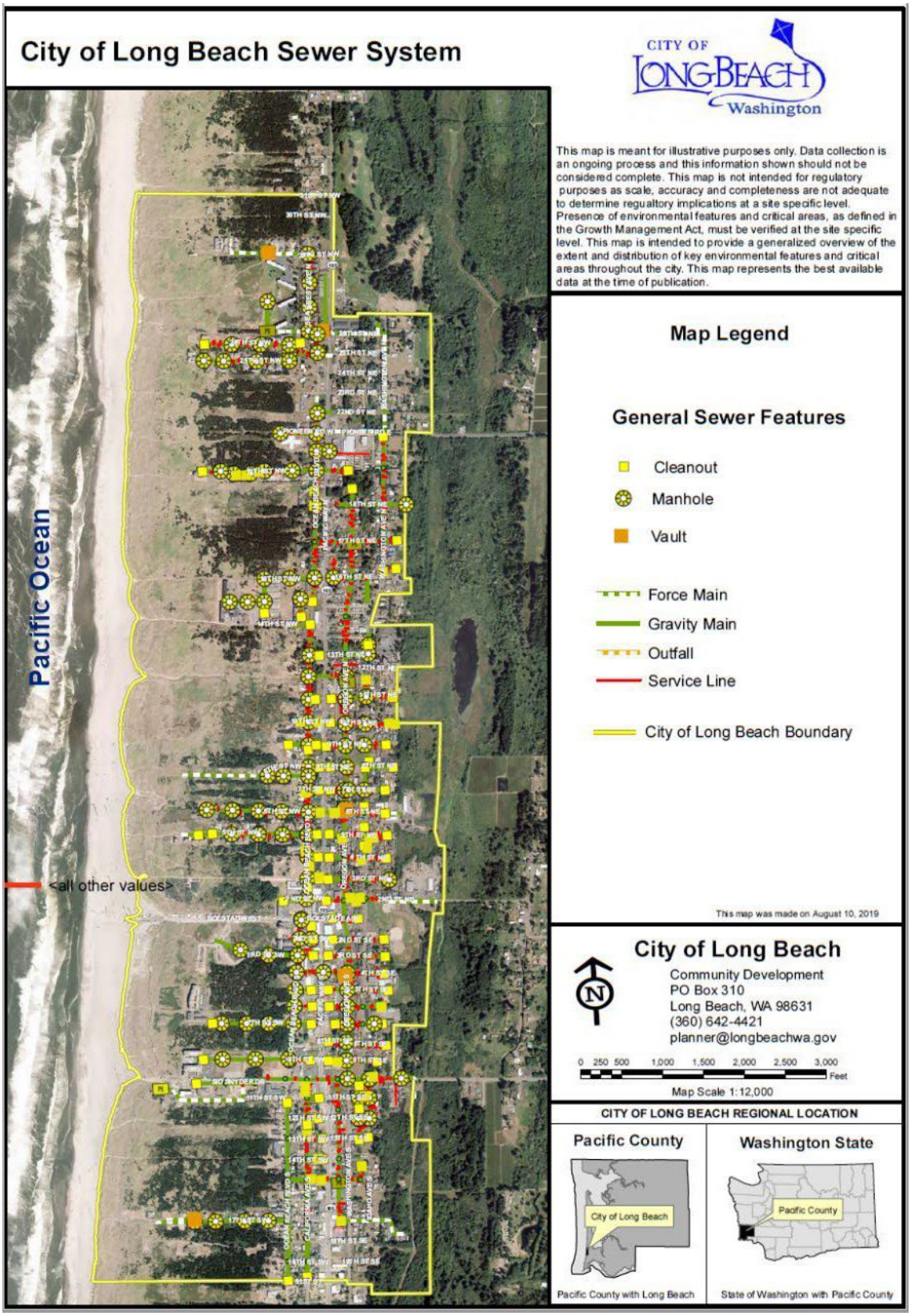
The collection system also has approximately 8,500 feet of force main, with lines ranging from 4-inch to 10-inch mains.

The city has been spending approximately $20,000 per year in capital improvements for video examination, cleaning, grouting and replacement of lines as needed.

Because the city is relatively flat, the system depends on seven outlying pump stations to feed a main pump station leading to the wastewater treatment plant. Sewer pump stations are located at the following locations:

- No. 1 – South 15th Street and Oregon Avenue
- No. 2 – South 4th Street and Oregon Avenue
- No. 3 – North 12th Street and Oregon Avenue
- No. 4 – North 17th Street and Oregon Avenue
- No. 5 – North 26th Street and Ocean Beach Boulevard
- No. 6 – North 26th Street West of Pacific Avenue
- No. 7 – North 28th Street (Breakers Lift Station)
- Main Pump Station – North 6th Street and Oregon Avenue

Figure 16: Sewer system facilities



Wastewater Treatment Plant

The site of the Long Beach Wastewater Treatment Plant (WWTP) is off Washington Avenue between Sixth and Seventh Streets NE. The city underwent a series of WWTP upgrades that it completed in 2005.

The city's WWTP is a conventional activated sludge type system. It has a grit chamber, a clarifier, two aeration basins, a secondary clarifier, an aerobic digester, a sludge holding tank, and an ultraviolet disinfection station. The effluent outfall drains into a swale that empties into Tinker Lake which eventually enters the Pacific Ocean. The existing lagoon at the WWTP is no longer part of the treatment process. **Table 40** describes the design criteria for the plant.

Table 40: Design parameters for Long Beach wastewater treatment plant

Parameter	Design Quantity
Maximum month design flow	0.791 mgd
Peak instantaneous design flow	3.95 mgd
BOD_5 loading for maximum month	1,690 lbs/day
TSS loading for maximum month	1,560 lbs/day
Total Kjeldahl nitrogen (maximum month)	281 lbs/day

The WWTP currently has the capacity to serve the projected growth anticipated for the city over the 20-year planning period.

The Washington Department of Ecology (ECY) wastewater treatment plant operates under a National Pollutant Discharge Elimination System (NPDES) permit No WA0022489 (2016). The plant continues to meet the parameters set under the permit.

The city currently applies biosolids produced at the plant to forest lands in Pacific County.

Stormwater Management System

System Inventory

Stormwater management within the City of Long Beach relies on a system of open ditches, 902 catch basins with 17 miles of drainage piping, and three pump stations. The system conveys collected stormwater to both the Pacific Ocean and to Willapa Bay through six distinct subbasins.

Figure 17: Stormwater system and basins

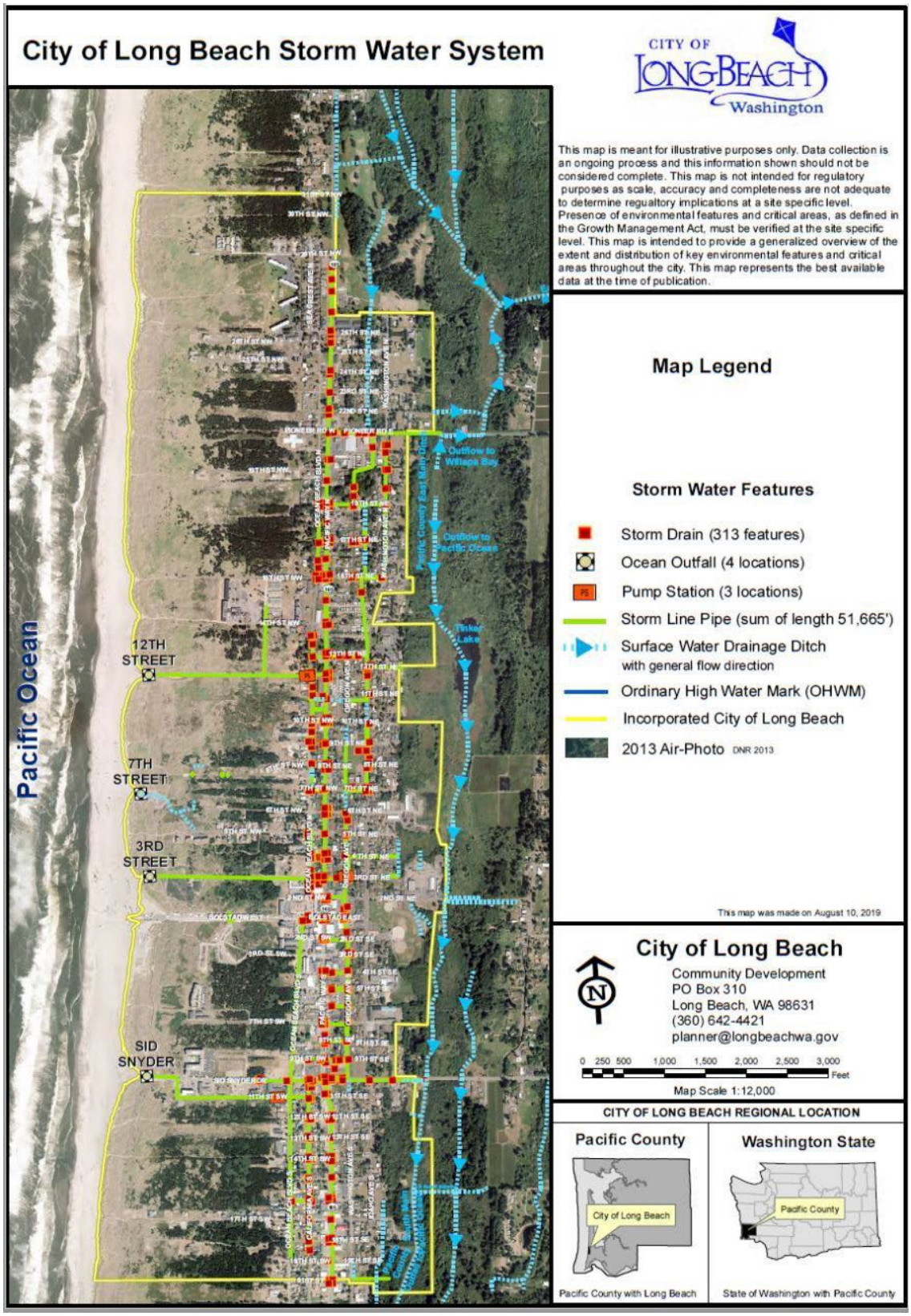


Table 41: Stormwater Management Basins

Subbasin	Area Served	Outfall Location	Conveys to:
A	29.7	East Main Channel	Willapa Bay
B	17.0	East Main Channel	Willapa Bay
C	62.7	3rd Street N. Pump Station	Pacific Ocean
D	69.5	South Main Channel	Pacific Ocean
E	118.6	12th Street N. Pump Station	Pacific Ocean
F	48.1	11th Street Pump Station	Pacific Ocean

Open ditches comprise a large portion of the city's stormwater infrastructure, although the length is unknown. The system also consists of 34,284 lineal feet of pipe, ranging from 8-inch to 30-inch lines. The system relies on three pump stations to convey stormwater to the ocean.

The current stormwater management system in some areas of the city is inadequate in conveying water during two-year and 10-year storm events. The city prepared a stormwater management plan in 2009 that analyzes the capacity and the capital improvement needs of each subbasin.

The plan modeled the system based on two-year, 10-year, and 100-year storm events. The plan focuses its capital improvement program on a system capable of mitigating10-year storm events.

Table 42: Stormwater subbasin deficiencies & proposed improvements

Subbasin	Deficiencies & Proposed Improvements
A	Much of this subbasin floods at two-year storm events due to limited capacity of submerged piping leading to the East Main Channel outfall. Solutions: • Add pump station around 200 feet west of the Pioneer Road-Washington Avenue intersection • Increase conveyance pipe diameters • Connect areas along Washington Avenue
B	Portions of this subbasin floods at two-year storm events due to overflow from Subbasin A. Solutions: • Addition of pump station in Subbasin A will mitigate most of the problem • Divert flow from this subbasin to Subbasin C • Increase conveyance pipe diameters
C	Flooding occurs during two-year storm events along Idaho Avenue, between 2nd and 7th Streets SE. Solutions: • Increase conveyance pipe diameters • Increase capacity of pump station at 3rd Street N

Subbasin	Deficiencies & Proposed Improvements
D	The system is capable of handling 10-year storm events except the area south of 12th Street S between California Ave. and SR 103 and the area along Washington Ave. between 7th Street S and Sid Snyder Dr. Solutions: • Increase capacity of pipe leading to outfall at South Main Channel • Increase conveyance pipe diameter • Install pump station at intersection of Syd Snyder Drive and Idaho Ave.
E	Some flooding occurs in this basin during the 10-year storm event in Pacific Avenue from 16th Street North to the end of the conveyance system at 26th Street N. Solutions: • Increase capacity of force main serving pump station • Increase capacity of 12th Street North pump station • Increase conveyance pipe diameter
F	Portions of Subbasin D (Sid Snyder Drive west of California Avenue) overflow into this subbasin during 10-year events. Solutions: • Increase capacity of 11th Street South pump station • Increase capacity of force main serving pump station • Increase conveyance pipe diameter

Park Facilities and Open Space

Inventory

The City of Long Beach owns and manages a wide array of park facilities and open space within the city that benefit both residents and visitors. These include:

- Six miles of The Discovery Trail; including paved parking, public art displays, interpretive signing, benches, two comfort stations, a dog rest station, and trash receptacles.

- The Boardwalk, a 2,200-foot long elevated walkway between the Bolstad Avenue and Sid Snyder Drive beach approaches.

- Culbertson Park, a 12.7-acre sports and family recreation complex co-owned with the Ocean Beach School District, that includes three baseball/softball fields with amenities, a soccer field, tennis court, basketball court, picnic shelter, restrooms, tot lot playground, and paved parking.

- Stanley Field, a 2-acre softball/baseball/soccer field and neighborhood park.

- Veteran's Field, a 0.7-acre park used for downtown entertainment, passive recreation, and cultural events. During the summer, the park provides space for a regional farmer's market. The site includes an enclosed stage, veterans' memorials, picnic tables, and parking.

- Seven pocket parks with a variety of amenities catering to pedestrians, such as covered gazebo, public art, benches, and trash receptacles.

- A 0.4-acre site that includes the historic Long Beach Train Depot, which is available for community meetings and events.

- The Pavilion is 1,000-square foot open-wall shelter at the Bolstad Beach approach that includes picnic tables, BBQ grills, lighting, and water. This facility primarily benefits beach visitors in the city.

- The bicycle-only, 2.25-mile North-South Trail co-owned with the Washington State Department of Transportation and located in the western portion of the SR 103 right-of-way. The trail runs between 28th Street NW to 3rd Street NW, then traverses east-west 1 block to the western ROW of Ocean Beach Boulevard North and traverses south to Sid Snyder Drive.

- Two equestrian trails in Long Beach. Horses can enter Long Beach from the east either north of downtown via 2nd Street North or south of downtown via Sid Snyder Drive. In both cases, horses use city streets until they pass west of Ocean Beach Boulevard. The northern trail trends north on Ocean Beach Boulevard North one block, then west through the dune to the beach via the undeveloped 3rd Street Northwest ROW. The southern trail trends west to Shoreview Drive, trends 1 block south, then angles southwest through the dune to the beach.

- The main area of open space in Long Beach is the western primary dune and the deflation plain that lies between that dune to the west and the old primary dune to the east. There are several undeveloped or relatively undeveloped city-controlled properties that have potential for recreational development.

City Hall

The Long Beach City Hall, located at 115 Bolstad Avenue West, contains the City Council Chambers and administrative services, including the offices of the City Administrator, the Finance Department, the Community Development Department, the Parks, Streets, and Drainage Department, and the Water and Sewer Department.

Law Enforcement

The Long Beach Police Department provides police protection within the city and to the City of Ilwaco through an interlocal agreement. Staffing includes a chief, six full-time officers, and one administrative assistant. The Police Department location is at 212 Pacific Avenue South. There is no jail at this facility; the department transports prisoners to the Pacific County Jail in South Bend for housing.

Current service levels allow for 24-hour law enforcement and a response time from three to eight minutes.

The department maintains a fleet of three all-wheel drive Ford Explorers.

Fire Protection

The Long Beach Fire Department provides fire protection within the city limits. The city has an inter-local agreement with the City of Ilwaco and Pacific County Fire District No. 1 and No. 2 (Chinook) for an automatic response to target hazards within the city. There are additional reciprocal inter-local agreements with Pacific County Fire District No. 1 and City of Ilwaco for automatic responses for confirmed structure fires.

The department operates with a complement of up to 40 volunteer firefighters, including an assistant chief, and a paid part-time fire chief. Response times are consistent with National Fire Protection Association Standards.

The city contracts with Medix Ambulance for primary emergency medical service (EMS) response and the department provides backup response for Basic Life Support. The city has an inter-local agreement with Pacific County Fire District No. 1 for additional EMS needs when necessary. The City of Long Beach has a seat with the South Pacific County Emergency Medical Services Council.

The Long Beach fire station, located at 701 Washington Avenue North, consists of two buildings. The main building, constructed in 1978, has seven bays, a meeting/training room, and sleeping quarters. The second building, constructed in 2006, has four bays, public restrooms, laundry facilities, storage, and fitness equipment.

The following is the inventory of facilities, equipment and staff:

- Three engines:
    - 2002 Pierce Contender with 750-gallon tank, 1,500 gpm pump, and foam,
    - 1987 FMC with 500-gallon tank and 1,500 gpm pump,
    - 1978 Seagrave, 1,000-gallon tank with 1,250 gpm pump;
- One 1984 E-One 95-foot ladder truck with platform, 300-gallon tank and 1,250 gpm pump (factory refurbished in 1998);
- Three wildland trucks converted from US Army 2 ½ ton trucks that include tanks (one 900-gallon tank, one 650-gallon tank with foam, and one 450-gallon tank with foam);
- One AG Gator wildland vehicle (1,600 gallons with foam); and
- One beach rescue vehicle (2013 Ford F-350 4WD with a Tufport medical box).

The city is currently exploring options for replacing the 1978 Seagrave pumper in 2020.

Solid Waste

The city contracts with Peninsula Sanitation Service to provide solid waste collection for residential and commercial accounts within the city.

Peninsula Sanitation Services also operates a transfer station located at 4404 East 67th Avenue in the county west of the city limits. Waste Connections transports wastes from the transfer station to disposes of them at its landfill near The Dalles, Oregon.

In addition to municipal solid waste, the transfer station accepts concrete and fill dirt, unpainted/ untreated wood, scrap iron, car tires, and appliances.

Recycling drop boxes at the station and the County Shop on 2nd Street NE accepts glass, newspaper, magazines, office paper, aluminum, PET #1 and HDPE #2 plastics, and brown cardboard/paper sacks. The station also accepts electronic wastes, such a computers, televisions, and monitors.

Household hazardous waste collection is available seasonally between May and September on first and third Fridays at the Long Beach County Shop. A used motor oil recycling bin is also available at this location.

The City of Long Beach, along with the Cities of Ilwaco, South Bend, and Raymond, has designated Pacific County as the primary lead in developing and implementing solid waste management policy within the county. The Pacific County Solid Waste Management Plan (2005) provides the framework for safe solid waste disposal, recycling, reuse, and public education.

Other Public Facilities and Services

Ocean Beach School District

The Ocean Beach School District #101 provides public educational services to Long Beach students from pre-school through Grade 12. The school district boundaries include the entire Long Beach Peninsula and extends east towards the unincorporated community of Chinook, and north along the eastern shore of Willapa Bay to Needle Point.

Physically located within the city is Long Beach Elementary and the district's administrative office. Students attending middle and high school attend Hilltop Middle School and Ilwaco High School located within the City of Ilwaco. The district had an overall 2018 enrollment of 1,037 students, with 240 children attending Long Beach Elementary. Enrollment has been relatively stable in recent years and the district has no plans to expand or rebuild the school.

Pacific County Public Hospital District No. 3

The Pacific County Public Hospital District No. 3 operates the Ocean Beach Hospital in Ilwaco. The 25 inpatient-bed hospital, expanded and updated in 2009, provides 24-hour physician-staffed health care for a wide range of health care needs, including Level IV trauma and Level III stroke care.

Washington State Parks

The 2½ miles of Pacific Ocean beach west of the Long Beach city limits are under the jurisdiction of Washington Parks and Recreation Commission. The beach has vehicle access at the western termination of Bolstad Avenue and Sid Snyder Drive and by trail from various points throughout the city. The beach supports a wide range of recreational activities and events for residents and visitors that contribute significantly to the city's economy.

Pacific County Public Utility District No. 2

The Pacific County Public Utility District No. 2 (PUD) is a community-owned utility that provides electrical service to all homes and businesses in Long Beach. The boundary of the PUD includes most of the county except for small areas in its northwest and eastern sections. The PUD purchases of its power from the Bonneville Power Administration.

Power to Long Beach is provided through the Tarlett and Long Beach Substations. At Tarlett Substation, the transmission voltage of 115 kV is reduced to 12.47 kV and sent over two spans to the Long Beach Substation. The PUD's Long Beach substation, with a capacity of 12/16/20 Mva from the Tarlett Substation, has five feeder lines that provide power to the City of Long Beach, portions of Sandridge Road, Klipsan, Loomis, and other surrounding areas. Facilities are located both overhead and underground.

Telecommunication Providers

Century Tel is the service provider for landline telephone service in the city. The company operates an exchange and maintenance facility in Long Beach. Telephone service is also available through a wide range of cellular services. Sprint, Verizon, T-Mobile, and AT&T maintain towers in the area.

Cable television is available through Spectrum and satellite TV is available through several providers, including DirectTV.

Internet is available through landline and cellular telephone providers. Spectrum provides up to 100 mbps cable service.

Transportation Systems

City Streets

Street Pattern

The city's street system is a long, narrow grid pattern running approximately 2 ½ miles long parallel to the ocean beach.

Pacific Avenue is the city's main thoroughfare and is a continuation of State Route 103. Ocean Beach Boulevard to the west and Washington Avenue to the east also provides major north-south access within the city. Most east-west streets are relatively short in length, except for Sid Snyder Drive and Pioneer Road, which connect to Sandridge Road in the county east of the city limits.

There are two traffic signals on Pacific Avenue/SR 103; one at Bolstad Avenue and another at Sid Snyder Drive. Stop signs give priority to north-south traffic on Pacific Avenue/SR 103, Ocean Beach Boulevard, Washington Avenue, Oregon Avenue south of Bolstad Avenue, and south of Sid Snyder Drive, on California Avenue and Idaho Avenue.

Stop signs give priority to east-west through traffic on Pioneer Road, Sid Snyder Drive, 9th Street N, 2nd Street N, 5th Street S, and Oregon Avenue north of Bolstad Avenue.

There are four-way stops located at the intersections of Ocean Beach Boulevard at14th Street N, 9th Street N, 5th Street N, 17th Street S, and 20th Street S; on Washington Avenue at 9th Street N, 2nd Street N and 5th Street S; and on 5th Street S at Oregon Avenue.

Functional Classification

The WSDOT Functional Classification system groups highways, roads, and streets by the character of the service they provide. The Long Beach street system falls under four WSDOT rural classifications described below:

Rural Minor Arterial: Minor arterials provide service for trips of moderate length. In rural areas, they provide relatively high overall travel speeds, with minimum interference to through movement.

Rural Major Collector: Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on that are shorter than on arterial routes. Consequently, more moderate speeds are posted.

Rural Minor Collector: Similar major collectors, minor collectors differ by having greater driveway densities, lower speed limits, and less traffic volume.

Local Roads:	Local roads primarily provide access to adjacent land uses, have short travel distances, and discourage through traffic.

The Functional Classification system designates each city street under one or more of these categories.

Table 43: City Streets by Functional Classification

Classification	Streets
Minor Arterial:	Washington Avenue
Major Collector:	Pacific Avenue/State Route 103
	Sid Snyder Dr., from Ocean Beach Boulevard to east city limits
	Ocean Beach Boulevard, from Sid Snyder Dr. to 2nd Street
	Bolstad Avenue (from ocean beach to Pacific Avenue)
Minor Collector:	California Avenue
	Ocean Beach Boulevard, from south city limits to Sid Snyder Drive
	Ocean Beach Boulevard, from 2nd Street to Pioneer Road
	2nd Street, east of Ocean Beach Boulevard
	5th Street, from Ocean Beach Boulevard to Washington Avenue
	10th Street, from Ocean Beach Boulevard to Washington Avenue
Local Roads:	All other city streets not listed above

State Highways

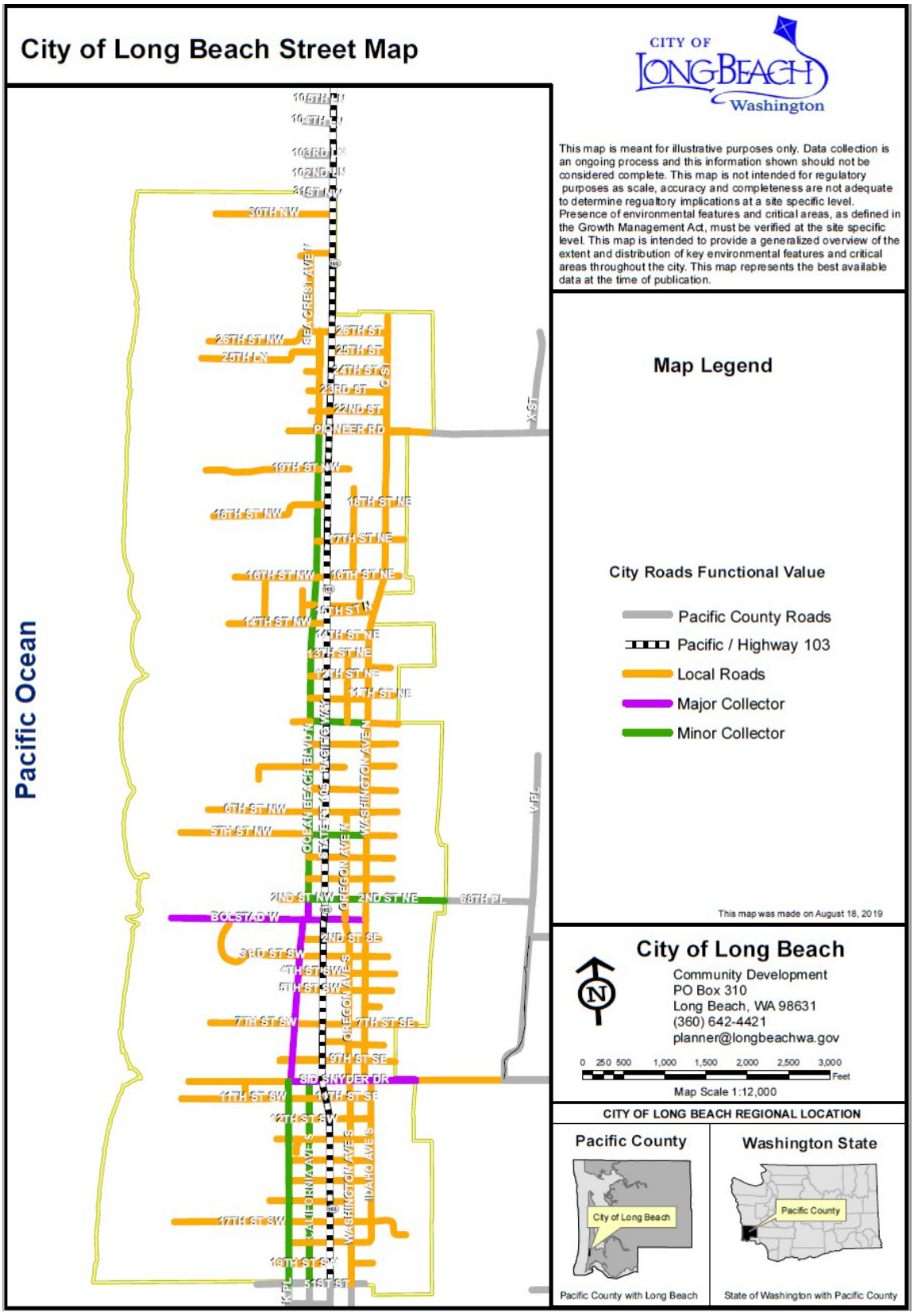
State Route (SR) 103 is 19.97-mile state highway serving the Long Beach Peninsula. The highway travels north of US Route 101 in Seaview and extends north to the entrance of Leadbetter Point State Park.

WSDOT records show a steady increase in traffic on SR 103 through Long Beach, with a substantial jump happening north of the Pioneer Road intersection after 2014.

Table 44: SR 103 Annual Average Daily Traffic County, WSDOT 2019

	Annual Average Daily Traffic Count					Annual
Location	2018	2017	2016	2015	2014	increase
MP 1.02 at Snyder Drive	8,300	8,000	7,900	7,700	7,200	3.6%
MP 1.35 at 2nd Avenue SE	7,200	7,100	7,000	6,700	6,400	3.0%
MP 1.48 at 3rd Street NE	7,300	7,100	7,000	6,800	6,800	1.8%
MP 2.52 at Pioneer Road	7,100	6,700	6,700	6,400	6,000	4.3%

Figure 18: Street map showing minor arterials, major collectors, and local streets



Analysis of Growth Impacts to SR 103

At an anticipated annual average increase of 3.6%, average daily traffic counts at the intersection of SR 103 and Sid Snyder Dr traffic could increase to 12,688 by 2030. However, an analysis of growth projections, travel estimates, and anticipated land use patterns suggest that residential development within the city will create minimal impact to SR 103.

The 2017 National Household Travel Survey reported there were 3.37 average daily trips per person. Given the average household size of 1.85 people per household in Long Beach, each new household would generate an average of 6.2 trips per day.

If residential growth projections hold true, there will be an estimated 68 new households in the city by 2030 that potentially will generate 422 new trips. Assuming if all trips use some portion of SR 103, residential growth will contribute approximately 3.3% or less of the estimated increase in average daily traffic counts expected in 2030.

Two factors temper this estimate and its impact to SR 103. The first is that traffic from new residential development turning onto SR 103 likely will follow a more dispersed entry pattern along its 2½ mile length because of anticipated infill growth patterns in the city. This will scenario should minimize increased congestion at any one intersection. Secondly, local travel patterns suggest that residents use the Washington Avenue arterial for north-south trips to avoid SR 103 congestion.

Ultimately, regional visitors to the Long Beach Peninsula and new development occurring in the unincorporated areas north of the city will become the prime contributors to increasing traffic on SR 103 over the next ten years, factors beyond the city's control. The city and WSDOT will need to monitor this increase carefully to ensure SR 103 will have adequate capacity to maintain its level of service standard. The WSDOT 2019 Highway Delivery Project Plan currently has no projects planned through 2030 for increasing the capacity of SR 103 within the city.

Transportation Safety

WSDOT collates crash data for all roads within the city limits. Of all roadways in the city, SR 103 records the highest number of accidents.

Table 45: WSDOT Safety Data for City Streets & SR 103

Location	2018	2017	2016	2015	2014
Total crashes – all roads	19	22	31	20	25
Total crashes – SR 103 only	13	10	18	15	13
Crashes involving pedestrians	1	0	0	0	0
Crashes involving bicyclists	0	4	0	1	0
Crashes involving bicyclists – SR 103 only	0	1	0	1	0

Location	2018	2017	2016	2015	2014
Crashes involving heavy trucks	1	2	0	0	0
Crashes involving alcohol	2	3	4	5	0

Electric Vehicle Charging Stations

Currently there are three electric vehicle charging stations locations within the Long Beach city limits: Coulter Park/N. 3rd Street, 406 Oregon Avenue S., and 409 Sid Snyder Drive. Two more stations are in Seaview.

Public Transportation

Pacific Transit System provides regular bus service that connects the city with other Pacific County destinations, including intermodal connections to Aberdeen and Astoria.

Route No 20 serves the greater Long Beach Peninsula from the Port of Ilwaco to Oysterville, seven days a week. Route No. 24 connects Ilwaco to Astoria, Monday through Friday. Route 50 connects Ilwaco to Astoria to Raymond, whereby Route 32 connects Raymond to Aberdeen on weekdays.

Airport

The Port of Ilwaco operates the closest public airport to the City of Long Beach. Situated two-miles east of Ilwaco on Stringtown Road along the Columbia River, Runway 10-28 is 2,070-foot long and 50-foot wide and has an asphalt surface. Around 4,800 flights occur at the airfield annually, serving the general local needs. There are no airport related services available.

The US Coast Guard Station Cape Disappointment maintains a helicopter pad.

Community Design and Aesthetics

Long Beach is a unique tourist destination in the Pacific Northwest. A key element of its success is the close walking distance of its main commercial area to ocean beaches. Unlike other beach communities in the region where buildings creep up to the edge of the beach, the dunes create a wide buffer that separates the built environment from the natural. The small scale of buildings in Long Beach's "Old Town" is reminiscent of early seashore communities and thus different from other well-developed seashore communities in Washington that generally lack a distinct character.

Natural Buffer and North-South Alignment

The beauty of the natural environment greatly influences Long Beach's setting. The Pacific Ocean and sand dunes to the west and stretches of wetlands to the east provide a unique frame to the city's north-south orientation on the scenic Long Beach Peninsula. Protection of these natural assets are key to retaining the both the city's scenic quality and local economy.

The central arterial that extends the length of the Peninsula, Pacific Avenue/State Route 103, runs in alignment with the 1889 shoreline, following the route of the historic Clamshell Railroad. There are three to four roads in the city that lie parallel to Pacific Avenue: Ocean Beach Boulevard to the west; and Oregon, Idaho and Washington Avenues to the east . Outside the city, Sandridge Road, to the east, provides another north-south route.

Small City Grid

The city extends east-west for a few blocks across Pacific Avenue. Historic Long Beach offers a pleasant walking environment characterized by a small city grid, with well-tended sidewalks, small plazas and attractive streetscape features. A small grid pattern contributes to a "walkable" city and aids in slowing traffic. As Long Beach extended to the west from sand accretion, development followed. The introduction of Ocean Beach Boulevard created a new series of plats west of the old historic settlement along Pacific Avenue. With the expansion of the beach and dunes, properties extended even further west and subdivided into small lots. This created an unusual pattern of development. Rather than the small walkable city grid that typifies historic Long Beach, this part of the city features narrow dead-end streets that provide access to linear subdivisions, a pattern referred to as "piano keys." In some areas along the shoreline and the eastern edges of the city, large properties stretch across several blocks, with no intermediate access.

Earlier in the 1990s, the city initiated an effort to extend the city grid and connectivity into this western edge. The city proposed creating a new north-south road alignment, Shoreview Drive, approximately 500 feet west of Ocean Beach Boulevard. One small section of this roadway currently exists between 16th Street N and 14th Street NW.

To extend Shoreview Drive, the city will need to require future development along this corridor to dedicate right-of-way as well construct a street that meets the city's collector standards. While it is unlikely that Shoreview Drive will stretch continuously throughout the length of Long Beach because of limitations on roads in conservancy areas, continued sections will provide much needed access and improved walkability to future development.

Building Form and Distribution

Long Beach is predominantly a residential community with single family homes, plus manufactured homes, and recreational vehicles. The "core" of the city is a densely packed series of primarily single-story buildings along Pacific Avenue. Some of the two-story buildings have residences in the second story, although most serve as office space.

Along Ocean Beach Boulevard and further west, some developments extend a full block or two, creating a skyline distinguished by long, indistinct buildings. This alignment also blocks view of the dunes and the ocean from buildings and streets further inland.

Village Character

Long Beach has adopted an "early seashore" architectural theme. The intention of the "early seashore" theme is to capture and reflect the architectural styles of early settlements along the Peninsula. Newer sections of town carry a "contemporary seashore theme." This reflects the more modern architecture associated with the newer and developing portions of the city. This is evident in the "commercial core" along Pacific Avenue as well as in the newer residential and resort areas to the west. Beyond the core, the integrity of the early seashore architectural character fades.

The city's design review program influences and directs the architectural character of buildings in Long Beach. The *Design Guideline for the City of Long Beach* along with the zoning code, retain Long Beach's unique aesthetics and identity.

Connection to Tourism

Long Beach is pursuing a niche in the eco-tourism industry. For most communities, but particularly for tourism-based locales, the city's character and ambience along with communal attitude and friendliness are its strongest selling factors and a key to a successful economy. In Long Beach, equally important is the city's ability to integrate and balance its development with its unique environment that has drawn visitors to the area since the late 1800s. Consequently, the plan and development regulations for Long Beach must place the emphasis on enhancing local character, not only for its downtown area, but throughout the community. The city's skyline from the ocean continues to evolve with every new development. The surrounding architecture and public spaces, in addition to programmed activities and the natural setting creates a unique Long Beach experience for the tourist. Therefore, investors partnering in Long Beach's future must understand the importance of creating a sense of place, one parcel at a time.

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Appendix A: Countywide Planning Policies

The current Pacific County Countywide Planning Policies (CWPP) were last amended in 2009. The following tables demonstrate the consistency of the City of Long Beach Comprehensive Plan with the CWPP.

Policy #1 - Establishing Urban Growth Areas

1.1	The County, in consultation with the incorporated cities, should designate urban growth areas.	Goal 3.19, Goal 3.20
1.2	All cities should be included within an urban growth area and the ability of a community to provide urban services should be considered in determining the growth area boundary.	Goal 3.19, Goal 3.20, Goal 5.1, Goal 5.2
1.3	The designated urban growth areas should adequately accommodate the projected growth and development for the next 20 years.	Goal 3.19, Goal 3.20
1.4	Publicly owned greenbelts and open space areas within urban growth areas should be preserved.	Goal 5.1 (adopts the Recreation & Open Space Plan by reference)
1.5	Fully contained communities may be located outside of urban growth areas.	Not applicable
1.6	Interim urban growth areas should approximately follow current municipal boundaries.	Not applicable
1.7	The County should review urban growth areas every five years and the comprehensive plan should be revised accordingly.	Goal 9.3, Goal 9.4, Goal 9.5, Goal 9.6

Policy #2 - Promoting Contiguous and Orderly Development and Providing Urban Services

2.1	Developments within urban growth areas should be contiguous, orderly, and coordinated between the County and municipalities.	Goal 3.19, Goal 3.20, Goal 3.29, Goal 9.6
2.2	The incorporated cities should have input in setting urban growth boundaries and how urban services will be provided so that concurrency requirements are met.	Goal 3.19, Goal 3.20, Goal 5.1, Goal 5.2
2.3	Urban growth should be located primarily in areas already characterized by urban growth that have public facilities and services, and second in areas already characterized by urban growth that will be provided urban type services by public or private sources.	Goal 3.19, Goal 3.20

Policy #3 - Transportation Facilities and Strategies

3.1	A County-wide transportation plan should be developed pursuant to the GMA that is consistent with the land use element of the comprehensive plan.	Goal 7.4
3.2	Transportation development and improvements should be concurrent with future commercial, residential and other land use development.	Goal 7.1
3.3	The County-wide transportation planning effort should produce a methodology to evaluate the impact of development proposals and to identify necessary transportation improvements.	Goal 7.4
3.4	County-wide transportation facility standards should be established by the county.	Goal 7.4
3.5	A County-wide transportation needs assessment should be an element of the six-year transportation plan.	Goal 7.4
3.6	The finance element of the transportation plan should show the ability of the county to fund existing and proposed transportation improvements in the unincorporated areas of the county.	Goal 7.5, Strategy 7.5.C, Goal 7.7
3.7	The County should strive through transportation system management strategies to optimize the use and maintenance of existing roads in order to minimize the construction costs and impacts associated with roadway facility expansion.	Goal 7.7
3.8	The County should establish consistent roadway standards, level of service standards and methodologies, and functional classification schemes to ensure consistency throughout the county.	Goal 7.7
3.9	State, regional, or County facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.	Goal 7.1, Goal 7.2
3.10	The County should seek to foster a transportation system which is planned, balanced and compatible with land use densities so that adequate mobility and movement of goods and people can be maintained.	Goal 7.1, Goal 7.2

Policy #4 - Need for affordable Housing for all Economic Segments of the Population and the Parameters for its Distribution

4.1	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.	Goal 3.1, Goal 4.1

4.2	The County should determine the extent of the need for housing for all economic segments of the population that are projected for the community over the planning period.	Goal 4.1, Goal 4.2
4.3	The housing projections should be based on census or other reliable data which indicated the economic segments of the population for whom housing needs to be provided.	Goal 3.19, Housing Profile (p. 11)
4.4	The County should prepare an inventory and analysis of existing and projected housing.	Goal 3.19, Housing Profile (p. 11)
4.5	The Comprehensive Plan should identify sufficient land for housing, including, but not limited to, government-assisted housing, housing for low income families, manufactured housing, multifamily housing, and group homes and foster care facilities.	Goal 4.2
4.6	Where compatible with environmental and health regulations, the County should encourage infill housing within the logical outer boundary of rural areas that are already characterized by small lot sizes.	Not applicable

Policy #5 - Joint County and Municipality Planning

5.1	The County and relevant municipality may provide for joint jurisdictional planning when desired.	Goal 9.6
5.2	When joint planning occurs, it should determine and resolve issues including subdivision of property adjacent to a city, service level standards, coordination of boundary changes, coordination of capital improvements, jurisdictional responsibility.	Goal 9.6
5.3	Joint planning may be desired for contemplated changes in boundaries, when development, capital improvements, or regulations will have significant impacts across boundaries, or when determining how public facilities and services should be provided.	Goal 9.6
5.4	Annexation of territory beyond a municipality's urban growth area is prohibited.	Goal 9.6
5.5	Unincorporated areas that are already urbanized are encouraged to annex or incorporate.	Goal 9.6

Policy #6 - Economic Development and Employment

6.1	The county should ensure that there is an adequate supply of land suitable for commercial and industrial development.	Goal 8.4

Policy #7 - Siting Countywide and Statewide Public Capital Facilities

7.1	The County should inventory existing public capital facilities and identify facilities that need to be expanded or constructed.	Capital Facilities and Public Services, p. 32

7.2 Public facilities and services should be planned to maximize efficiency and cost effectiveness.	Goal 5.1, Goal 5.3
7.3 The County should site capital facilities in a manner that is consistent with the comprehensive plan.	Goal 5.1
7.4 When siting state and local public facilities, the County should consider land use compatibility, economic and environmental impacts, and public need.	Goal 5.4

Policy #8 - Analysis of the Fiscal Impact

8.1 The County should establish financing strategies for capital improvement projects that will minimize the financial cost to local residents.	Goal 5.3
8.2 The financial impact of new development on capital facilities and services should be considered during the development application process.	Goal 5.3
8.3 The developer should pay for the services, utilities, and facilities, which are necessary for self-contained developments.	Goal 5.3
8.4 Local residents should not pay an unfair share of the cost of growth-related impacts and resulting public improvements.	Goal 5.3
8.5 The desirability of imposing impact fees should be explored.	Goal 5.3

Policy #9, Promoting the County's Rural Character

9.1 The County should foster traditional rural lifestyles, rural-based economies, and opportunities to both live and work in rural areas.	Not applicable
9.2 The County should encourage a variety of rural land uses and densities that are compatible with the natural environment and that do not promote the inappropriate conversion of undeveloped land into sprawling, low-density development.	Not applicable
9.3 New development shall be permitted that maintains the visual landscape traditionally found in rural Pacific County.	Not applicable
9.4 The County should perform a periodic analysis of development occurring in rural areas, to determine if patterns of rural development are protecting rural character and encouraging development in urban areas.	Not applicable

Appendix B: Comprehensive Plan Update Checklist

1. The **Land Use Element** should be consistent with countywide planning policies (CWPPs) and RCW 36.70A.070(1), and should consider , WAC 365-196-400, WAC 365-196-405, WAC 365-196-300 through 345		
a. The element integrates relevant county-wide planning policies into the local planning process, and ensures local goals and policies are consistent. For jurisdictions in the Central Puget Sound region, the plan is consistent with applicable multicounty planning policies. WAC 365-196-305	☐ Consistency with countywide planning policies ☐ Consistency with multicounty planning policies, where applicable	Appendix A provides a crosswalk of CWPP with applicable plan elements.
b. The element includes a future land use map (or maps). Maps fulfill the requirement to **show the general distribution of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses.** RCW 36.70A.070(1) and WAC 365-196-400(2)(d) **The future land use map shows city limits and urban growth area (UGA) boundaries.** RCW 36.70A.110(6), RCW 36.70A.130, WAC 365-196-310 and WAC 365-196-405(2)(i)(ii).	☐ Land use map	Figure 1, p 9
c. **The Land Use Element includes population densities, building intensities, and estimates of future population growth.** RCW 36.70A.070(1) WAC 365-196-405(2)(i) suggests including a table with the range of dwelling units per acre allowed in each land use designation and implementing zone as a projection of existing and projected development capacity. The plan should also indicate the population for which it is planning, which should be consistent with the Washington Office of Financial Management's forecast for the county or the county's sub-county allocation of that forecast, and should be the same for all comprehensive plan elements, and is. If OFM population projection is not used, the plan includes the rationale for using another figure. RCW 43.62.035 and WAC 365-196-405(f) Counties should indicate the percentage of county-wide population growth allocated for urban growth areas. This allocation should be consistent with GMA goals of encouraging urban growth in urban areas, reducing sprawl, and ensuring public facilities and services are efficiently provided. WAC 365-196-405 (f)	☐ Population projection uses latest forecast	Goal 3.19, p 20 Historic and Current Population, p 3 Future Population Projections, 8
d. **Urban densities and urban growth areas (UGAs) have been reviewed.** RCW 36.70A.130(3)(a), (5), and (6) and WAC 365-196-310(2) By definition, urban growth areas all incorporated lands in cities and town, and unincorporated urban growth areas designated by a county. A review should be completed	☐ UGA review (required every 8 years)	Goal 3.19, p 20 Goal 3.20, p 21 Goal 3.21, p 21 Goal 3.22, p 22

as part of the 8-year update under RCW 36.70A.130. Review WAC 365-196-310(2) for suggestions on evaluating and designating UGAs. Supporting information should include: selected population growth forecast scenario RCW 43.62.035; population allocation and percentage of land devoted to urban, rural, and resource uses (counties) RCW 36.70A.070(1); land capacity analysis for UGAs, ability to provide urban services. RCW 36.70A.110, CWPPs and WAC 365-196-310. There should be a coordinated approach to planning for development in urban growth areas, especially among adjacent jurisdictions. WAC 365-196-330 Urban growth areas (incorporated or not) must plan for urban densities and urban services. If a county designates a fully contained community (FCC), part of the county's population allocation should be reserved for the FCC. RCW 36.70A.350(2) If a potential UGA expansion area is within the 100-year flood plain of major western Washington rivers, consider RCW 36.70A.110(8).		Historic and Current Population, p 3 Future Population Projections, 8
e. **If a buildable lands analysis shows measures needed to ensure appropriate densities, such measures have been adopted.** RCW 36.70A.215 and WAC 365-196-315 The *Buildable Lands Program Guidelines* includes a list of measures.	☐ Reasonable measures adopted if needed	Accommodating Future Growth, p 19 Buildable Lands Analysis, p 29
f. **The element considers planning approaches that increase physical activity**, such as neighborhood commercial nodes to allow walking and cycling to local services, transit- or pedestrian-oriented development, linear parks and trail networks, and siting schools and other public facilities within neighborhoods to allow easy walking RCW 36.70A.070(1) and WAC 365-196-405 (2)(j)	☐ Planning for physical activity	Urban Design, p 24 Adoption by reference, Recreation & Open Space Plan, p. 29 Goal 7.2, p 39
g. **Lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses are identified.** RCW 36.70A.150 **RCW 36.70A.150 requires that a prioritized list of acquisitions be developed.** [The list need not be part of the comprehensive plan.] RCW 36.70A.150 and WAC 365-196-340	☐ Public use lands ☐ List of acquisitions	Public & Quasi-public Land Uses, p 19
h. Open space corridors within and between urban growth areas, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas are identified. RCW 36.70A.160 and WAC 365-196-335	☐ Open space corridors	Public & Quasi-public Land Uses, p 19 Adoption by reference, Recreation & Open Space Plan, p. 29 Goal 3.23, p 23 Goal 3.27, p. 25
i. **If an airport is within or adjacent to the jurisdiction, the plan includes policies, land use designations, and zoning to discourage the siting of incompatible uses**	☐ No incompatible uses near airports	Not applicable

	adjacent to general aviation airports. RCW 36.70.547 and WAC 365-196-455 See *www.wsdot.wa.gov/aviation/Planning/default* for guidance. Any planning adjacent to or within the "imaginary surface" areas of general aviation airports must consult with the Aviation Division of WSDOT.	☐ WSDOT notified	
j.	If a U.S. Department of Defense (DoD) military base employing 100 or more personnel is within or adjacent to the jurisdiction, **the plan must include policies, land use designations, and consistent zoning to discourage the siting of incompatible uses adjacent to military base.** RCW 36.70A.530(3) and WAC 365-196-475 See Map of U.S. bases to help make determination of applicability. **If applicable, inform the commander of the base regarding amendments to the comprehensive plan and development regulations on lands adjacent to the base.**	☐ No incompatible uses near US DoD bases ☐ Base commander notified	Not applicable
k.	**Where applicable, the Land Use Element includes a review of drainage, flooding, and stormwater run-off in the area and nearby jurisdictions and provides guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.** RCW 36.70A.70(1); WAC 365-196-405(2)(c) RCW 90.56.010(26) defines waters of the state. Jurisdictions subject to U.S. Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) Phase 1 and Phase 2, should comply with all permit requirements. All local governments are also encouraged to: • Adopt the State Department of Ecology's Stormwater Manual for Eastern or Western Washington or the equivalent. • Incorporate relevant land-use recommendations from adopted local watershed plans. *www.ecy.wa.gov/watershed/index.html.* • Adopt a clearing and grading ordinance if not already existing (See *Technical Guidance Document for Clearing and Grading in Western Washington*).	☐ Stormwater planning	Goal 5.1, p 29 Strategy 5.1.A, p 29 Frequently flooded areas, p 58 Stormwater management system, p 37 The city has adopted the ECY Stormwater Manual through code
l.	**Critical areas are designated** RCW 36.70A.170 and WAC 365-190-080 **Best available science (BAS) is used to protect the functions and values of critical areas, and give "special consideration" to conservation or protection measures necessary to preserve or enhance anadromous fisheries.** RCW 36.70A.172 and WAC 365-195-900 through 925 Plan policies should address the five critical areas listed in RCW 36.70A.030(5) (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable	☐ BAS used to designate and protect critical areas	Environmental Protection, Goal 3.23, p 23 Goal 3.24, p 23 Geologic hazards, p 52 Soils, p 53 Surface waters, p 55 Wetlands, p 55

water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. See Critical Areas Assistance Handbook(2007) and Small Communities Critical Areas Ordinance Implementation Guidebook (2007). Follow the process in WAC 365-195-915 to document decisions. **Endangered Species:** If there are anadromous fisheries, or if the jurisdiction affected by an Endangered Species Act (ESA) 4(d) rule, the comprehensive plan should contain policies guiding decisions which may impact listed species. Special consideration may include: • Revisions to zoning to protect habitat • Revisions to the location of planned capital facilities • Revisions to stormwater regulations or clearing and grading ordinances Establishment or maintenance of monitoring programs to ensure that habitat is being maintained, See WAC 365-195-920.		Frequently flooded areas, p 58 Critical aquifer recharge areas, p 58 Fish & wildlife habitat conservation areas, p 59
k. **Critical Aquifer Recharge Areas**:(Required if jurisdictions draw groundwater for potable water or need to manage threats to exempt wells.): WAC 365-190-100 • **The plan protects the quality and quantity of ground water used for public water supplies.** RCW 36.70A.070(1) See Ecology's guidance on *Critical Aquifer Recharge Areas* (CARAs) • For water quality, policies and implementing regulations should regulate hazardous uses in critical aquifer recharge areas (CARAs) and protect wellhead areas. See Ecology's Groundwater Quality Information • For water quantity, policies and implementing regulations should limit impervious surfaces, encourage water conservation measures, and consider Water Resource Inventory Assessment (WRIA) plans. See Ecology's Stormwater Programs for more information.	☐ CARAs protect water quality and quantity	Environmental Protection, Goal 3.23, p 23 Critical aquifer recharge areas, p 58 (Long Beach does not rely on CARA for its municipal water supply)
l. **Natural Resource Lands (NRLs) designated and conserved:** RCW 36.70A.170 RCW 36.70A.060 NRLs include forest, agricultural, and mineral resource lands. See process to classify and designate at WAC 365-190-040. **If forest or agricultural lands of long-term commercial significance are designated inside UGAs, they must be subject to transfer and/or purchase of development rights (TDR, or PDR).** RCW 36.70A.060(4)	☐ TDR or PDR program for forest or agricultural lands inside UGAs	Not applicable
m. **Designate and Conserve Forest Resource Land:** RCW 36.70A.170 RCW 36.70A.060 Forest land is defined at RCW 36.70A.030(8). Review WAC 365-190-060 for recommendations on forest lands.	☐ Forest lands designated	Not applicable

n. **Designate and conserve agricultural resource lands (ARLs):** RCW 36.70A.170 and RCW 36.70A.060 ARLS are defined at RCW 36.70A.030(2). See WAC 365-190-050 for recommendations to designate, and WAC 365-196-815 to protect agricultural lands. Land use and policies should discourage incompatible uses around natural resource areas. RCW 36.70A.177(3) includes innovative techniques to conserve agricultural land and permitted accessory uses.	☐ Agricultural lands designated ☐ Limit accessory uses on agricultural lands	Not applicable
o. **Designate mineral resource lands:** RCW 36.70A.131 requires consideration of new information including data available from the Department of Natural Resources relating to mineral resource deposits when reviewing mineral resource land designations. Minerals defined in RCW 36.70A.030(11) to include sand, gravel and valuable metallic substances. See WAC 365-190-070 for guidance on designation.	☐ Review mineral resource lands	There are no mineral resource lands within the city
p. **Development outside UGAs: If applicable, development planned outside UGAs must be consistent with the following:** Major industrial development: RCW 36.70A.365 and WAC 365-196-435 Master planned development: RCW 36.70A.367 and WAC 365-196-470 Master planned resorts RCW 36.70A.360, RCW 36.70A.362, and WAC 365-196-460	☐ If applicable, development outside UGA consistent with RCW	Not applicable

2. The **Housing Element** is intended to ensure the vitality and character of established residential neighborhoods, encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. It should be consistent with relevant CWPPs, RCW 36.70A.070(2), and should consider WAC 365-196-410.		
a. **Include an inventory of existing housing units and an analysis the number** (and type) **of housing units necessary to provide for projected growth over the planning period.** RCW 36.70A.070(2)(a) and WAC 365-196-410(2)(b) and (c) and Commerce's *Assessing Your Housing Needs (1993, Updated by March 2013)*	☐ Inventory of existing housing and projected housing needs using latest population projection	Goal 3.19, p 20 Housing Profile, p 11
b. **Include goals, policies, and objectives for the preservation, improvement, and development of housing.** RCW 36.70A.070(2)(b) and WAC 365-196-410(2)(a).	☐ Goals, policies for housing	Goal 4.1, p 27 Goal 4.2, p 28 Goal 4.3, p 28
c. **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.** RCW 36.70A.070(2)(c)	☐ Identify sufficient land for housing	Residential Land Uses, p 8 Accommodating Future Growth, p 19 Goal 4.2, p 28

		Buildable Lands Analysis (residential), p 30
d. **Provisions for existing and projected housing needs of all economic segments of the community**. RCW 36.70A.070(2)(d) Affordable housing is defined as when the total housing costs, including basic utilities, does not exceed 30 percent of the income limit (for renters, 50 percent or less of the county median family income, adjusted for family-size, and for owners, 80 percent or less of the county median family income, adjusted for family size for owners). WAC 365-196-410(e)(i)(C) (I-V) WAC 365-196-410(2)(e)(iii) recommends an evaluation of the extent to which the existing and projected market can provide housing at various costs and for various income levels, and an estimation of the present and future populations that would require assistance to obtain housing they can afford. This section should also identify existing programs and policies to promote adequate affordable housing and evaluate their effectiveness. ***If*** enacting or expanding affordable housing programs under RCW 36.70A.540, the plan should identify certain land use designations where increased residential development will assist in achieving local growth management and housing policies. Examples include density bonuses within urban growth areas, height and bulk bonuses, fee waivers or exemptions, parking reductions, expedited permitting conditioned on provision of low-income housing units, or mixed use projects.	☐ Affordable housing planned	Housing Profile, p 11 Residential Land Uses, p 8 Goal 4.2, p 28

3. The **Capital Facilities Plan (CFP) Element** must be consistent with county-wide planning policies and RCW 36.70A.070(3), should consider WAC 365-196-415, and should serve as a check on the practicality of achieving other elements of the plan. This element should cover all the capital facilities planned, provided, and paid for by public entities including to local government and special districts, etc. This should include water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from park and recreation elements, if separate, should be included in the capital facilities plan element. For additional information see *Making Your Comprehensive Plan a Reality: A Capital Facilities Preparation Guide Washington Department of Community Trade and Economic Development (CTED), 1993.*		
a. Goals and policies relating to investment in capital facilities, levels of service and regulatory strategies for concurrency to guide decisions. RCW 36.70A.120 and WAC 365-196-415		Goal 3.22, p 22
b. **Inventory showing the locations and capacities of existing capital facilities owned by public entities** RCW 36.70A.070(3)(a) and WAC 365-196-415(2)(a) recommends the inventory include water, sanitary sewer, stormwater, solid waste management, school, park, and recreation facilities, police and fire protection facilities. The element should reference water or other system plans, indicate locations of facilities, and show where	☐ Inventory of existing facilities	Capital Facilities & Public Services, p 32 Goal 5.1, p 29

	systems currently have unused capacity. Public services and facilities are defined in RCW 36.70A.030(12) and (13).		
c.	**Adopted levels of service (LOS)for public services.**	☐ Adopted LOS.	Goal 5.1, p 29
d.	**Forecast of future needs to maintain adopted levels of service over the planning period.** RCW 36.70A.070(3)(b) requires a forecast of future needs, and WAC 365-196-415 (b) recommends the forecast be based on projected population densities, and distribution of growth over the planning period. This section should consider whether the jurisdiction has sufficient water rights, sewage treatment, or other needed public facilities to support the plan's projected 20-year growth. This may also consider system management or demand management strategies to meet forecast need.	☐ Forecast of future needs	Each facility plan adopted by reference forecasts future growth needs, Goal 5.1, p 29
e.	**Proposed locations and capacities of expanded or new capital facilities**. RCW 36.70A.070(3)(c) requires proposed locations and capacities, and WAC 365-196-415 (3)(C) suggests that the phasing schedule in the Land Use Element should dictate when and where capital facilities will be needed over the 20-year life of the plan. Consider if the concurrency ordinance or other mechanisms have been effective in providing public facilities and services concurrent with development	☐ Proposed locations and capacities of expanded or new facilities.	Each facility plan adopted by reference forecasts future growth needs, Goal 5.1, p 29 Public & Quasi-Public Land Uses, Strategy 3.17.A, p 19
f.	**Six-year plan (at least) to finance planned capital facilities within projected funding capacities, and identifies sources of public money for such purposes.** RCW 36.70A.070(3)(d), RCW 36.70A.120 and WAC 365-196-415(c)(i) This CFP should include all public expenditures for capital expenses including water, sewer, transportation, etc. WAC 365-196-415(2)(c)(ii) suggests that the plan be updated at least biennially so that financial planning remains sufficiently ahead of the present for concurrency to be evaluated. **If impact fees are collected, the public facilities for which money is to be spent on must be included in this element.** RCW 82.02.050(4) and WAC 365-196-850	☐ Six-year funding plan consistent with comp plan ☐ Impact fees used only for projects included in the CFP	Goal 5.2, p 31
	Policy to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Element, and financing plan within the Capital Facilities Element are coordinated and consistent. [RCW 36.70A.070(3)(e) and WAC 365-196-415(2)(d)(iii)(F) recommends that the plan set forth how pending applications for development will be affected while such a reassessment is being undertaken.	☐ Land Use reassessment policy included	Goal 5.3, p 32

4. The **Utilities Element** should relate to all services provided, planned for, paid for, and delivered by providers other than the jurisdiction. This should be consistent with relevant CWPPs and RCW 36.70A.070(4), and should consider WAC 365-195-420.		
a. **The general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.** RCW 36.70A.070(4). WAC 365-195-420 recommends goals and policies relating coordination in construction, permits, utility corridor use and management. Counties and cities should evaluate whether any utilities should be identified as essential public facilities in case of siting difficulties.	☐ General location and capacity of existing and proposed facilities	Goal 6.1, p 35 Goal 6.2, p 35 Goal 6.3, p 36 Other Public Facilities, p 44

6. The **Transportation Element** should be consistent with relevant CWPPs and RCW 36.70A.070(6), RCW 36.70A.108, and should consider WAC 365-196-430 and Your Community's Transportation System: A Guide to Updating and Implementing your Transportation Element (2012)		
a. The element includes goals and policies for roadways; fixed route and demand response public transit; bicycle and pedestrian travel; water, rail, air, and industrial port and intermodal facilities; passenger and freight rail; and truck, rail, and barge freight mobility. WAC 365-196-430(2)(b)] The element should include policies and provisions consistent with regional efforts to reduce criteria pollutants from mobile sources. WAC 173-420-080 If the planning area is within a National Ambient Air Quality Standards nonattainment area, WAC 365-196-430(2)(d) recommends including a map of the nonattainment area, severity of the violation, and measures to be implemented consistent with the state implementation plan for air quality.		Goal 7.1, p 37 Transportation Systems, p 45
b. **An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports to define existing capital facilities and travel levels as a basis for future planning.** RCW 36.70A.070(6)(a)(iii)(A). WAC 365-196-430(2)(c) provides recommendations for meeting inventory requirements.	☐ Transportation inventory	Transportation Systems, p 45
c. **The element includes regionally coordinated level of service (LOS) standards for all arterials and transit routes, LOS for highways of statewide significance, and LOS for other state highways consistent with the regional transportation plan.** RCW 36.70A.070(6)(a)(iii)(B) WAC 365-196-430(2)(e)(v) recommends LOS be set to reflect access, mobility, mode-split and capacity goals. WAC 365-196-430(2)(e)(vi) recommends that measurement methodology and standards vary based	☐ Levels of service for all facilities; local, regional, and state	Strategy 7.1.B, p 38

on the urban or rural character of the surrounding area. Also, balance community character, funding capacity, and traveler expectations. In urban areas, WAC 365-196-430(2)(e)(vii) recommends methodologies for analyzing the transportation system from a comprehensive, multimodal perspective.		
d. **The element identifies specific actions and requirements for bringing into compliance locally owned transportation facilities and services that are below an established LOS standard.** RCW 36.70A.070(6)(a)(iii)(D) and WAC 365-196-430(2)(g) Concurrency policies must be consistent with RCW 36.70A.070(6)(b), and consider multimodal improvements RCW 36.70A.108. Strategies such as increased public transit, ride sharing programs, and other multimodal strategies may be used to ensure that development does not cause service to decline on a locally owned facility below adopted levels of service.	☐ Concurrency	Goal 3.22, p 22 Strategy 7.1.F, p 38
f. **The element describes existing and planned transportation demand management (TDM) strategies, such as HOV lanes, parking policies, high occupancy vehicle subsidy programs, etc.** RCW 36.70A.070(6)(a)(vi). WAC 365-196-430(2)(i) provides suggested TDM strategies. If required, a commute trip reduction plan to achieve reductions in the proportion of single-occupant vehicle commute trips has been adopted consistent with the comprehensive plan and submitted to the regional transportation planning organization. RCW 70.94.527.	☐ TDM Strategies	Goal 7.1, p 37 Goal 7.4, p 40
g. **The element includes a pedestrian and bicycle component.** RCW 36.70A.070(6)(a)(vii). WAC 365-196-430(2)(j) recommends jurisdictions inventory existing pedestrian and bicycle facilities, and identify and plan improvements for facilities. Improvements could focus on safe routes to school, hazard areas, or pedestrian-generating areas, and should be funded in capital facility or transportation improvement plans. See Bicycle and pedestrian planning information and resources at *www.wsdot.wa.gov/Walk/default.htm* and *www.wsdot.wa.gov/bike/default.htm.*	☐ Bicycle and pedestrian planning	Goal 7.1, p 37 Goal 7.2, p 39
h. **The element includes a forecast of traffic for at least 10 years, based on the Land Use Element, to provide information on the location, timing, and capacity needs of future growth.** RCW 36.70A.070(6)(a)(iii)(E). WAC 365-196-430(2)(f) suggests including bicycle, pedestrian or planned transit service in a multimodal forecast. Forecasts should be consistent with regionally adopted strategies and plans. **The forecast should be based on assumptions in the land use element.** RCW 36.70A.070(6)(a)(i) . WAC 365-196-430(2)(a)(i) recommends counties and cities use consistent land use assumptions, population	☐ 10-year Traffic forecast ☐ Land use element assumptions used to forecast travel	SR 103 10-year forecast, p 49

forecasts, and planning periods for both the land use and transportation elements.		
i. **The element identifies state and local system expansion needs to meet current and future demands.** RCW 36.70A.070(6)(a)(iii)(F). WAC 365-196-430(2)(f) recommends including bicycle, pedestrian or planned transit service in needs. **WSDOT's Ten-Year Capital Improvement and Preservation Program for state-owned facilities (Required by RCW 47.05.030) is detailed in the Transportation Executive Information System** http://www.transinfo.state.wa.us/ Click on the current projects list, select the most recent legislative final project list and you can select projects by county.	☐ Future needs	Strategy 7.1.D, p 38 No projects planned by WSDOT for SR 103
j. **A multiyear financing plan is included in the element based on the needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems.** RCW 36.70A.070(6)(a)(iv)(B). WAC 365-196-430(2)(k)(ii) recommends that the horizon year be the same as the time period for the travel forecast and identified needs. **The analysis should assess the identified needs against probable funding resources.** RCW 36.70A.070(6)(a)(iv)(A). WAC 365.196-430(2)(k)(iv) recommends counties and cities consider the cost of maintaining facilities when considering new facilities. **If probable funding falls short of meeting identified needs, there is a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met.** RCW 36.70A.070(6)(a)(iv)(C). WAC 365-196-430(2)(l)(ii) states that this review must take place, at a minimum, as part of the eight-year periodic review and update and update of UGAs [eight years per 2011 amendments to RCW 36.70A.130]. Several choices for addressing funding shortfalls are provided.	☐ Funding program ☐ Funding analysis ☐ Funding shortfall strategy	Goal 7.5, p 41 Goal 7.7, p 42 Strategy 7.5.B, p 41
k. **The element discusses intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.** RCW 36.70A.070(6)(a)(v). WAC 365-196-430(2)(a)(iv) recommends developing transportation elements using the county-wide planning policies to ensure they are coordinated and consistent with the comprehensive plans of other counties and cities sharing common borders.	☐ Intergovernmental coordination	Goal 7.4, p 40
l. **The element discusses how the transportation plan implements and is consistent with the land use element, and how it is consistent with the regional**	☐ Plan certified by RTPO	Goal 3.22, p 22 Goal 7.1, p 37

transportation plan. RCW 36.70A.070(6) and WAC 365-196-430 WAC 365-196-430(2)(a)(i) recommends that consistent land use assumptions, population forecasts, and planning periods should be used for both the land use and transportation elements. **The transportation element must be certified by the regional transportation planning organization.** RCW 47.80.23(3) and RCW 47.80.026		Goal 7.4, p 40

7. The **Economic Development Element** is not currently required because funding was not provided to assist in developing local elements when this element was added to the GMA. However, provisions for economic growth, vitality, and a high quality of life are important, and supporting strategies should be integrated with the land use, housing, utilities, and transportation elements. RCW 36.70A.070(7) An Economic Development Element should include:		
a. A summary of the local economy such as population, employment, payroll, sectors, businesses, and sales. RCW 36.70A.070(7)(a). WAC 365-196-435(2)(a) recommends using population information consistent with the land use and housing elements. Employment, payroll, and other economic information is available from state and federal agencies. Consider gathering data and information for your community data profile pertaining to business, transportation, labor, real estate, utilities, incentives, regulatory, government, and quality of life.		Economic Development Profile, p 9
b. A summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing, and natural/cultural resources. RCW 36.70A.070(7)(b). WAC 365-196-435(2)(b) recommends consulting with local development organizations, economic development councils, or economic development districts. Methods for identifying strengths and weaknesses include shift-share analysis, identify of industry clusters, public input, and asset mapping.		Economic Development Profile, p 9
c. Identification of policies, programs, and projects to foster economic growth and development and to address future needs. RCW 36.70A.070(7)(c). WAC 365-196-435(2)(c) recommends identify policies, programs and projects that address identified weaknesses or capitalize on strengths identified by the community. Consider using performance targets to measure success.		Goal 8.1, p 43 Goal 8.2, p 43 Goal 8.3, p 44 Goal 8.4, p 44

8. A **Parks and Recreation Element** is not required because the state did not provide funding to assist in developing local elements when this provision was added to the GMA. However, park, recreation, and open space planning are GMA goals, and it is important to plan for and fund these facilities. RCW 36.70A.070(8). Commerce's Guidebook *Planning for Parks, Recreation, and Open Space in your Community*, can provide step-by-step assistance. *Also see www.rco.wa.gov/doc_pages/index.shtml* for additional assistance. A Parks and Recreation Element should include:		
a. Goals and policies to guide decisions regarding facilities. WAC 365-196-440(2)(b) recommends a visioning process to engage the public in identifying needs, evaluating existing recreational opportunities, and developing goals for the parks and recreation element.		Recreation and Open Space plan adopted by reference, Goal 5.1, p 29 Inventory of park facilities and open space, p 40
b. Estimates of park and recreation demand for at least a ten-year period based on adopted levels of service and population growth. RCW 36.70A.070(8)(a). WAC 365-196-440(2)(c) recommends establishing levels of service standards that reflect community goals. LOS should focus on those aspects that relate most directly to growth and development.		Recreation and Open Space plan adopted by reference, Goal 5.1, p 29
c. An evaluation of facilities and service needs over the planning period. RCW 36.70A.070(8)(b). WAC 365-196-440(2)(d) lists factors to consider when estimating demand for parks, open space and recreational services.		Recreation and Open Space plan adopted by reference, Goal 5.1, p 29
d. An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand. RCW 36.70A.070(8)(c). WAC 365-196-440(2)(f) recommends identifying other local, statewide and regional recreation plans for future facilities and opportunities for public and private partnerships to meet regional demand.		Recreation and Open Space plan adopted by reference, Goal 5.1, p 29
e. The element is consistent with and is a part of the Capital Facilities Element as it relates to park and recreation facilities. RCW 36.70A.070(3)(e). WAC 365-196-440(2)(e) recommends identification of future facilities and services consistent with the land use and capital facilities elements. WAC 365-196-440(2)(g)(iii) recommends identifying strategies for financing in the parts and recreation element, a separate parks plan, or the capital facilities element.		Strategy 5.2.D, p 32