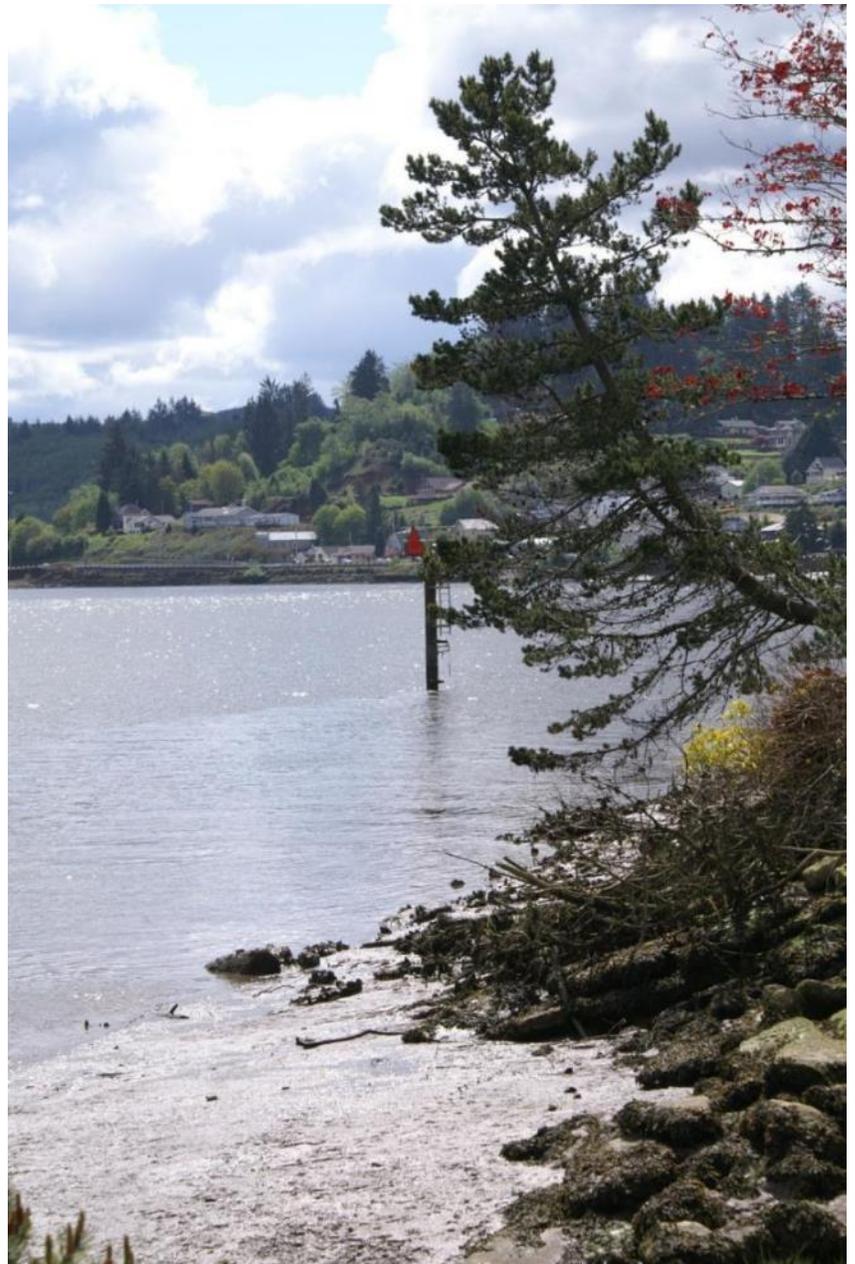




City of South Bend

City of South Bend 2020-2040 Comprehensive Plan



**Adopted
June 22, 2020**



The City of South Bend

2020-2040 Comprehensive Plan

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Table of Contents

- Section One: Comprehensive Plan Elements 1**
- Chapter 1. Introduction..... 2**
 - Planning under the Growth Management Act 2
 - South Bend’s Planning History 4
 - Preparing The 2020 Comprehensive Plan Update 4
 - Organization of the Comprehensive Plan 5
- Chapter 2. Vision for South Bend 2040 7**
- Chapter 3. Land Use Element 8**
 - Accommodating Future Growth 8
 - Neighborhood District 8
 - Downtown & Commercial District 11
 - Environmental Protection District 13
 - Urban Growth Area 13
 - Open Space and Community Landscaping 14
 - Environmental Protection 15
- Chapter 4. Housing Element 17**
 - Housing Diversity 17
 - Housing Quality 18
- Chapter 5. Public Facilities & Services Element 19**
 - Providing Adequate Public Facilities and Services 19
 - Priority Public Facilities and Services Improvements Plan 21
 - Funding Public Facilities and Services 23
 - Siting Essential Public Facilities 23
 - Adoption of Functional Public Facilities and Services Plans 24
- Chapter 6. Utilities Element 25**
 - Planning and Locating Utilities 25
- Chapter 7. Transportation Element 26**
 - Maintaining Existing Transportation Infrastructure 26
 - New Transportation System Infrastructure 27
 - Allocating Costs for Transportation Improvements 28
 - Priority Street Improvement Plan 29
 - Coordination of Regional Transportation Actions 30
- Chapter 8. Sustaining the Comprehensive Plan 31**
 - Engaging Citizens in Community Decisions 31
 - Protecting Private Property Rights 32
 - Participating in Interjurisdictional Planning 32

Monitoring the Comprehensive Plan	33
Procedure for Amending the Comprehensive Plan	33
Section Two: Technical Background Material	36
Chapter 9. The Natural Environment	37
Location.....	37
Climate	37
Topography.....	38
Geology.....	38
Soils	39
Geologically Hazardous Areas	41
Surface Waters.....	46
Frequently Flooded Areas	47
Groundwater	48
Wetlands.....	48
Fish and Wildlife Resources.....	50
Chapter 10. The Human & Built Environment.....	52
Historical Development	52
Historic Population Trends.....	53
Future Population Projections	54
Community Demographics.....	55
Race and Ethnicity	56
Economy, Economic Trends, and Conditions.....	58
Housing Profile.....	62
Existing Land Uses	65
Land Demand and Supply for Future Growth	69
Urban Growth Area.....	72
City Facilities and Services.....	74
Transportation System	78
Utilities.....	84
Urban Services Provided by Special Use Districts	85
Appendix A. Countywide Planning Policies	87
Appendix B: Comprehensive Plan Checklist	91

Section One: Comprehensive Plan Elements

Chapter 1. Introduction

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

Planning under the Growth Management Act

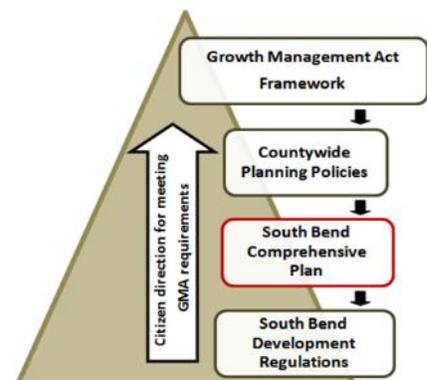
The City of South Bend is required to prepare a comprehensive plan and development regulations that complies with the Growth Management Act (GMA), Chapter 36.70A of the Revised Code of Washington. The Washington State Legislature adopted the GMA in 1990 because it found

"...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 the city, Pacific County, and many other local jurisdictions in the state. The GMA is simultaneously hierarchical and bottom's up in approach.

The basic planning framework mandated by the GMA requires South Bend to:

- Participate in regional planning efforts with Pacific County and the Cities of Raymond, Long Beach, and Ilwaco to prepare and adopt countywide planning policies;
- Prepare and adopt a comprehensive plan consistent with the GMA, the countywide planning policies, and regional transportation plans; and
- Prepare and adopt development regulations consistent South Bend's Comprehensive Plan.



¹ RCW 36.70A.010

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

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

In 1997, Pacific County and the Cities of South Bend, Raymond, Long Beach, and Ilwaco, prepared and adopted countywide policies.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
- 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 within a framework set by [Chapter 365-196 of the Washington Administrative Code](#), Procedural Criteria for

² Appendix A contains a copy of the Countywide Planning Policies.

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 important as the city's official policy document that provides the reasoning behind laws relating to zoning, critical areas regulations, and land division. The GMA requires that all elements within the Comprehensive Plan be consistent with one another and that development regulations must be consistent with the goals and policies within the Comprehensive Plan. The Shoreline Management Act also requires integration of Shoreline Master Programs into the Comprehensive Plan.

South Bend's Planning History

Comprehensive land use planning did not begin in the City of South Bend until Pacific County opted to plan under the GMA in 1990. The city initially began developing its first comprehensive plan in conjunction with the Pacific County Regional Planning Council (PCRPC) in 1992. This effort produced a first draft in 1994; however, the city was not able to adopt a comprehensive plan that passed state review for GMA compliance until 1997.³ Later that same year, the city also adopted a Unified Development Code consistent with the comprehensive plan as required by the GMA. There was one amendment to the comprehensive plan in 1998 and amendments to the code in 1998.

Despite the scheduled requirements under RCW 36.70A.130 that requires the city to update its comprehensive plan and development regulations every eight years, the city did not do so until April 2015 when it underwent a complete re-draft of the plan. This current update of the comprehensive plan satisfies the scheduled update for June 30, 2020 under RCW 36.70A.130(6)(f).

The city completed updates to the city's critical areas ordinance in 2012 and again in 2016. The city also adopted a new Shoreline Master Program consistent with Chapter 173-26 WAC in 2017 and a complete rewrite of the zoning code in 2018.

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 most of its UGA boundaries, including reducing the South Bend UGA to its current municipal boundaries.

Preparing The 2020 Comprehensive Plan Update

RCW 36.70A.130 requires the city to periodically review its comprehensive plan and development regulations to ensure their consistency with the GMA and related laws. The review and update process are important; cities and counties not in compliance

³ Ordinances 1220 adopted 6/23/1997.

with this section of the GMA may not receive "...grants, loans, pledges, or financial guarantees under Chapter 43.155 or 70.146..."

Because the city conducted a thorough planning process for the 2015 Comprehensive Plan just four years ago, the update process focused more on testing the validity of the planning assumptions and the efficacy of the goals and policies in achieving the community's vision statement.

The steps in the process entailed:

- Update and analysis of background information, land supply, and population projections;
- Community workshops that:
 - Evaluated changes in the city since 2015 and assessed its impacts to the community,
 - Tested the validity of goals and policies of the plan, and
 - Discussed potential changes to the plan;
- Review of draft Comprehensive Plan by Planning Commission and the public;
- Planning Commission recommendation to the City Council on the draft Comprehensive Plan;
- Review by state agencies of the draft Comprehensive Plan for compliance with the GMA; and
- City Council adoption of final Comprehensive Plan

Organization of the Comprehensive Plan

The Comprehensive Plan consists of two sections. **Section One** contains seven chapters covering six elements and requirements for sustaining the document. These include:

Chapter	Description
Chapter 3 Land Use Element	The Land Use Element provides for the general distribution, location, and extent of land uses for residential, commercial, manufacturing areas within the city over the next 20 years to accommodate anticipated growth. It also includes goals and policies for environmental protection, urban growth areas, and open space.
Chapter 4 Housing Element	The Housing Element describes how the city will promote housing diversity and quality.

Chapter 5 Public Facilities & Services Element	The Public Facilities and Services Elements establishes approaches and standards for providing adequate facilities and services in South Bend. In addition, it identifies capital improvements needed in the city over the next six years, how the city will allocate those costs between existing and new development, how to site essential public facilities in the community, and adopts by reference functional public facilities and services plans.
Chapter 6 Utilities Element	The Utilities Element explains the city will plan and locate utilities servicing existing and new development.
Chapter 7 Transportation Element	The Transportation Element directs how the city will maintain its existing transportation infrastructure, allocate costs for improvements, and engage in the coordination of regional transportation projects. It also lists priority projects under the Six-Year Street Plan.
Chapter 8 Sustaining the Comprehensive Plan	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 Two contains technical information that provides information, inventories, and analyses used for developing the goals and policies in the elements. Chapter 9, The Natural Environment, describes the environmental assets and constraints within the city and Chapter 10, The Human and Built Environment, is a profile of the people, development patterns, economy, and infrastructure of South Bend.

Appendix A outlines the relationship of the city's Comprehensive Plan to the Pacific County Countywide Planning Policies and **Appendix B**, the Washington State Department of Commerce Growth Management Division Checklist, shows how the Comprehensive Plan achieves consistency with Chapter 36.70A RCW and Chapter 36-196 WAC.

Chapter 2. Vision for South Bend 2040

The City of South Bend is committed to improving our community by

- ▶ **Increasing housing opportunities for people of all incomes and needs**
- ▶ **Extending the Willapa Hills State Park Trail System to the western city limits**
- ▶ **Enhancing our circulation system with safe walkways and streets**
- ▶ **Building on our natural beauty by encouraging greenspaces and gardens**
- ▶ **Supporting new and existing local businesses to grow and thrive**
- ▶ **Encouraging area school systems to work together to improve educational services for our children and youth**
- ▶ **Supporting local renewable energy resources**
- ▶ **Expanding the city's limited financial resources for community projects through public and private sector grants**

Each element of the Comprehensive Plan shall guide South Bend citizens towards achieving this vision of their community over the next 20 years.

Chapter 3. Land Use Element

The location of land uses in South Bend today reflects an earlier time when commercial, manufacturing, and residential uses often blended with minimal separation. The original waterfront was an intensive center for commercial-manufacturing activities and the uplands mostly served the residential, cultural, and local government needs of the community. As commercial activities vacated the waterfront over time, residential uses moved in along the shoreline. Agriculture, forestry, local government, professional, and manufacturing land uses, and activities border the city's upland fringes. Altogether, these development influences create South Bend's scenic, small town character. The direction of future land uses in South Bend will continue to reflect this traditional development pattern.

Accommodating Future Growth

The City of South Bend Urban Growth Area likely will experience only modest population growth over the twenty-year planning period. The population should increase from a population of 1,625 in 2019 to 1,661 people by 2040. This prediction is an extrapolation from Pacific County's medium series Growth Management Act population, an estimate prepared by the Office of Financial Management.

Goal 3.1: Ensure an adequate supply of land over the next 20 years to accommodate the residential needs of the community.

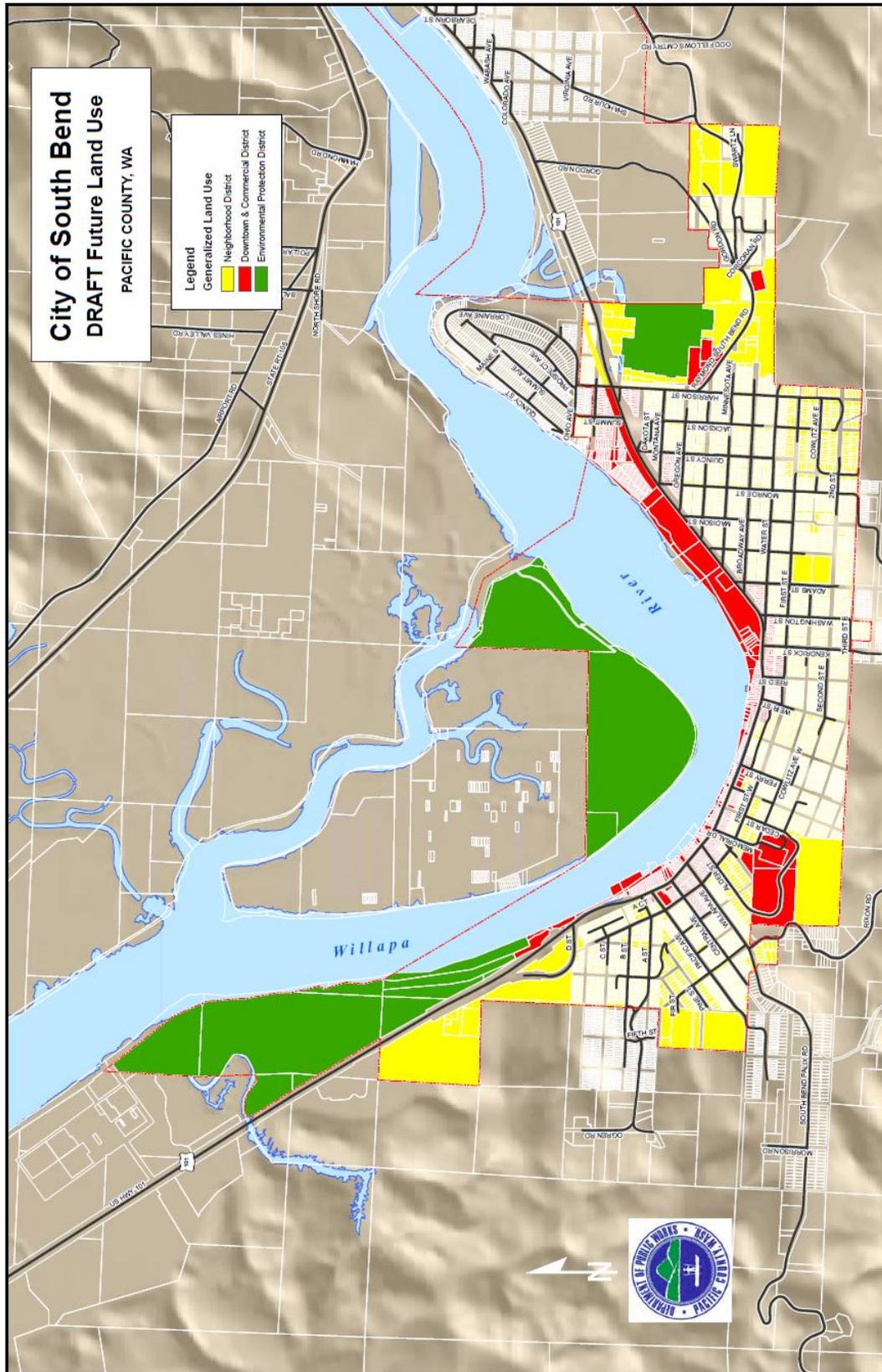
- Policy 3.1.1. Population growth within the current city limits will increase by 36 people to approximately 1,661 by 2040.

- Policy 3.1.2. The population increase within the city limits will generate a future need for approximately 16 to 20 new housing units. The future residential land demand at five units per acre will be approximately four to six gross acres. Currently, there is an adequate supply of land within the city to accommodate residential growth. However, the city will evaluate growth annually to determine if additional land beyond the current Urban Growth Area is necessary to accommodate a larger, non-infill development.

Neighborhood District

South Bend residents love the "small town feel" of their neighborhoods. The essential characteristics of this development pattern are single-family homes, open spaces, views of the surrounding forested hills and the Willapa River, and community amenities such as churches, parks, and schools. Pedestrians and bicyclists actively use the streets.

Figure 1: City of South Bend Future Land Use Map



The County Courthouse and the Willapa Harbor Hospital are prominent, well-liked features of this area as well.

The Neighborhood District will continue this development pattern by making single-family homes the dominant residential use in the Neighborhood District. However, the District also will allow for a range of housing types, home occupations, and other neighborhood-type uses at appropriate locations and densities after special review.

Revitalization of existing neighborhoods will not only strengthen them, but also encourage infill development. The city will work with residents to plan street, sidewalk, streetscape improvement projects that are attractive and functional. The city will work with neighborhood residents to abate nuisances such as derelict structures, junk cars, and noise.

Goal 3.2: Create a Neighborhood District that ensures the City of South Bend's neighborhoods remain a quiet, friendly, well-kept place to live.

Policy 3.2.1. Establish a Neighborhood District that reflects traditional single-family residential development patterns.

Policy 3.2.2. The following density standards apply in the Neighborhood District: single-family residences and new designated manufactured homes at a maximum density of five dwelling units per acre; duplexes at a maximum density of eight units per acre; and multifamily units at 20 dwelling units per acre.

Policy 3.2.3. Multi-family residential units are a conditional use along arterial and major collector streets. The multi-family conditional use approval process shall ensure compatibility with adjacent residences by relying on varying levels of mitigation requirements given the size of the project. Mitigation measures will minimally address traffic, glare, open space, landscaping, and building heights where view protection is important.

Policy 3.2.4. Create flexible density and dimensional requirements for existing, nonconforming lots to encourage infill development.

Policy 3.2.5. Adopt development regulations that allow for clustered developments for new neighborhoods to reduce development costs and encourage retention of open space.

Policy 3.2.6. Allow accessory dwelling units within single-family residences. Create development regulations for accessory units to ensure their compatibility with the surrounding neighborhood.

Policy 3.2.7. Allow home occupations as an accessory use in residences, provided they do not detract from the overall neighborhood with activities that create noise, odor, parking problems, or traffic.

- Policy 3.2.8. Schools, hospitals, medical clinics, churches, local government offices and facilities, and municipal parks and recreation centers may be appropriate as a conditional use in the Neighborhood District. The conditional use approval process shall ensure compatibility of these uses with adjacent residences by relying on varying levels of mitigation requirements given the size of the project. Mitigation measures will minimally address traffic, glare, open space, landscaping, and building heights where view protection is important.
- Policy 3.2.9. Maintain the quality of neighborhoods through the abatement of derelict buildings, junked cars, debris, and other nuisances.
- Policy 3.2.10. Actively plan for projects in existing neighborhoods that upgrade streets, sidewalks, storm drainage, and utilities.
- Policy 3.2.11. The city supports the designation and restoration of historic residences.

Downtown & Commercial District

The Downtown and Commercial District in South Bend will continue to be the “heart” of the city with its unique blend of land uses that make it a “working and livable” waterfront. The district will continue with existing development patterns that include residential, commercial, professional, manufacturing, public access, and government uses at high densities. New development within 200 feet of shorelines will emphasize preferred uses as provided under the Shoreline Master Program. Smaller, noncontiguous areas of the Downtown and Commercial District within residential areas carry the same allowed uses.

Goal 3.3: Foster economic development for South Bend by establishing a Downtown and Commercial District that supports the economic vitality of its citizens and serves as the focal point of the City of South Bend.

- Policy 3.3.1. Establish a Downtown and Commercial District that encourages the development of a compact commercial area that emphasizes retail trade, personal and professional services, water-dependent uses, tourism-related amenities, public facilities and services, and public recreation uses and activities as permitted uses. The district also allows the construction of single-family residences, condominiums, and the conversion of existing structures into single- or multi-residential dwelling units.

- Policy 3.3.2. Intensive commercial and manufacturing activities are conditional uses in the Downtown and Commercial District that will require special review to ensure their compatibility with surrounding uses and environment. Only water-dependent and water-related intensive commercial and manufacturing uses may locate within 200 feet of the Ordinary High Water Mark.
- Policy 3.3.3. The Downtown and Commercial District will primarily be located along US Highway 101; smaller designated Downtown and Commercial Districts will border the outlying boundaries of the city limits. The future conversion of parcels in the Neighborhood District adjacent to US Highway 101 is an appropriate extension.
- Policy 3.3.4. The waterfront between US Highway 101 and the Willapa River remains an important cultural, economic development, and environmental asset within the Downtown District. The South Bend Shoreline Master Program provides development requirements within those areas falling under the jurisdiction of the Shoreline Management Act.
- Policy 3.3.5. While private market forces will dictate the long-term economic success of the area, the city can encourage investment and redevelopment of the area through public investment in infrastructure and tourist-related amenities on public property. Design considerations for the Downtown District will need to accommodate pedestrian, bicycle, and automobile circulation.
- Policy 3.3.6. The city will work with property owners and the Washington Department of Transportation to continue extension of the Willapa Hills Trail through South Bend.
- Policy 3.3.7. The city supports developing tourism infrastructure in the Downtown District that will spur economic development in the community. Targeted projects include:
- A publicly- or privately-owned recreational vehicle park along US Highway 101;
 - Automobile and recreational vehicle pull-outs that encourage travelers to stop;
 - The placement of information kiosks and entrance signs at both ends of US Highway 101 that inform visitors about places to see and activities to do in South Bend.
- Policy 3.3.8. Maintain the quality of the Downtown and Commercial District through the abatement of derelict buildings, junked cars, debris, and other nuisances.

Policy 3.3.9. Encourage and support Downtown and Commercial District businesses, property owners, and community organizations to find and implement ways to work together to keep the area a vibrant and successful part of the community.

Environmental Protection District

Within the City of South Bend are areas that have significant development constraints due to the presence of extensive critical areas. The city recognizes the need to protect their value and function for benefiting public safety, flood control, and fish and wildlife resources. These areas also provide public benefit for open space and recreation.

Goal 3.4: Identify areas within the city that pose significant development constraints due to the presence of critical areas and manage them for low-intensity uses.

Policy 3.4.1. Establish an Environmental Protection District consisting of unique parcels that present significant development constraints due to the presence of critical areas.

Policy 3.4.2. Preferred uses in the district are low-intensity ones that present minimal impact to critical areas, such as agriculture, forestry, conservation activities, and passive recreation.

Policy 3.4.3. Future conversion of lands in the Environmental Protection District to residential or commercial uses will need to meet minimum buffer requirements.

Urban Growth Area

The Growth Management Act requires counties, in cooperation with municipalities, to designate urban growth areas. Urban growth refers to the intensive use of land for the location of buildings, structures, and impervious surfaces to such a degree that it becomes incompatible with the primary use of land for agriculture, forestry, mineral extraction, and other rural uses.

Urban Growth Areas are necessary to accommodate future growth over the 20-year planning period for residential, commercial, manufacturing, and public uses. They also include areas characterized by urban growth that receive urban governmental services, such as connection to city water and sewer systems.

Countywide Planning Policies requires that Pacific County, in consultation with South Bend, to designate urban growth areas.

Currently, there is an adequate supply of vacant land within the current city boundaries to accommodate future residential and commercial growth. Furthermore, the Port of

Willapa has enough vacant commercial and industrial land available immediately to the east of South Bend in the City of Raymond.

However, the city should seek to annex those residential properties at urban densities at the fringe of the city limits in unincorporated Pacific County that benefit from city services. These property owners receive substantial benefit of having access to city services, particularly water and sewer, without contributing to the total financial needs of the community they depend upon. This disproportionately places a financial burden on City of South Bend residents and property owners who carrying debt burden for funding these services.

Goal 3.5: Annex unincorporated areas adjacent to the city already characterized by urban growth and receiving the benefits of city services.

- Policy 3.5.1. Contiguous properties to the city limits in Urban Growth Areas that request connection to city water and/or sewer shall agree to annexation before connection occurs.
- Policy 3.5.2. Properties identified as Urban Growth Areas include Eklund Park, the South Bend Mobile Home and RV Park, and platted properties with residences west of the city limits on A and B Streets.
- Policy 3.5.3. Urban Growth Areas consist of unincorporated parcels previously platted into lots 10,000 square feet or less in area and receiving city water and/or sewer service.
- Policy 3.5.4. To encourage annexation, the city should consider adjusting water and sewer rates for existing customers outside of the city limits at higher rates than inside the city.
- Policy 3.5.5. The city shall designate annexed lands as Neighborhood District unless findings-of-fact indicate another land use classification is more appropriate.

Open Space and Community Landscaping

One of South Bend's major assets is being a rural community within a naturally beautiful setting. The presence of open space throughout the community contributes to its aesthetic quality, shelters critical areas, and provides outdoor recreation opportunities.

Goal 3.6: Encourage the retention of open space in the community through innovative development standards, parks, and conservation actions.

- Policy 3.6.1. Adopt development regulations that allow for clustered developments for new neighborhoods to reduce development costs and encourage retention of open space.

Policy 3.6.2. Encourage the retention of properties under public and nonprofit ownership with intact natural vegetation as open space. Key focus areas include lands northwest of the City of South Bend Boat Launch, Old Mill Pond, and city-owned properties along the Willapa River.

Goal 3.7: Develop a community landscaping plan for South Bend residential and commercial areas.

Policy 3.7.1. Pursue grant funding through the Urban and Community Forestry Program's Community Engagement and Planning Grant to develop a community urban greening plan that focuses on trees and gardens for public spaces and rights-of-way.

Environmental Protection

The City of South Bend is a community closely connected with its natural environment. Critical areas, such as fish and wildlife habitat conservation areas and wetlands, are significant contributors to the local economy, recreation, and culture of the community.

Other critical areas, such as geologically hazardous and frequently flooded areas can endanger people, property, and the economy. Future development must carefully assess and protect itself from potential problems with these areas.

The Comprehensive Plan for Community Development will create a framework for good stewardship of these resources for future generations.

Goal 3.8: Ensure that future development is compatible with critical areas.

Policy 3.8.1. Designate fish and wildlife habitat conservation and wetland areas and protect them from incompatible development impacts with appropriate standards for buffers and mitigation.

Policy 3.8.2. Work with the Pacific County Lead Entity (Water Resource Inventory Area 24) to ensure appropriate protection of anadromous fish use of surface waters within the city.

Policy 3.8.3. Preserve the aesthetic beauty of South Bend by adopting development regulations that encourage the retention of view corridors, open space areas, and native vegetation.

Policy 3.8.4. 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.

Policy 3.8.5. Protect people and property in geologically hazardous areas by adopting and implementing development regulations that adequately address the dangers associated with developing in these areas.

- Policy 3.8.6. Avoid the location of public facilities within tsunami hazard and 100-year flood plain areas unless no other feasible option is available.
- Policy 3.8.7. Maintain the city's participation in the National Flood Insurance Program.
- Policy 3.8.8. Rely on Best Management Practices in Volume IV of the Stormwater Management Manual for Western Washington and develop a comprehensive storm drainage plan for reducing the threat of flooding to people and property as well as minimizing the potential for pollutants discharging to surface waters.
- Policy 3.8.9. Annually review critical areas regulations to ensure their consistency with current best available science.
- Policy 3.8.10. Monitor and consider climate change science and its impact on land uses along the Willapa River and its associated tidal wetlands as more data becomes available.

Goal 3.9: Protect shoreline resources by ensuring no net loss of existing ecological functions.

- Policy 3.9.1. Implement the City of South Bend Shoreline Master Program as an element of the Comprehensive Plan.
- Policy 3.9.2. 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.
- Policy 3.9.3. Require future amendments to zoning, subdivision, and critical area regulations to be consistent with the Shoreline Master Program and the Shoreline Management Act.
- Policy 3.9.4. Participate in countywide collaborative planning processes and interlocal agreements that will further the purpose and intent of the Shoreline Master Program.

Chapter 4. Housing Element

Keeping South Bend citizens in safe and affordable housing of choice requires a unique partnership between local government, nonprofit organizations, and the private sector. The city's Comprehensive Plan provides a framework on how this partnership must work to ensure citizens have access to a range of housing options that are affordable and safe.

The city will look for opportunities to work with housing organizations to improve housing conditions within the city. Potential partnerships in the region include the Joint Housing Authority of Pacific County, Habitat for Humanity, Coastal Community Action Program, and the Longview Housing Authority.

Housing Diversity

Goal 4.1: Encourage the development of a wide-range of housing types that serve the needs of all South Bend citizens.

- Policy 4.1.1. Adopt innovative development regulations consistent with the Land Use Element that allow for a wide-range of housing types in appropriate locations throughout the city.
- Policy 4.1.2. Adopt performance standards that allow accessory dwelling units in single-family homes and ensure their compatibility with the surrounding neighborhood.
- Policy 4.1.3. Adopt an administrative variance procedure that allows infill development regulations for existing, nonconforming lots.
- Policy 4.1.4. Work with the Joint Housing Authority of Pacific County, other nonprofit organizations, and for-profit developers to expand the supply of multi-family housing for low-income and special needs households in appropriate locations within the Neighborhood District.
- Policy 4.1.5. Allow the siting of new, previously unoccupied doublewide manufactured homes on all city lots.
- Policy 4.1.6. Encourage the establishment of manufactured home parks that accommodate manufactured/mobile homes of all types, regardless of age, and ensure compatibility with the surrounding neighborhood.
- Policy 4.1.7. 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.

Policy 4.1.8. Pursue CDBG funding to prepare a housing needs assessment and implementation strategy that would benefit low- and moderate-income households and people with special needs.

Housing Quality

Goal 4.2: Safeguard and promote quality housing by enforcing city codes and encouraging assistance programs that benefit low- and moderate-income households.

Policy 4.2.1. Work with the Joint Housing Authority of Pacific County and Longview Housing Authority to pursue Community Development Block Grant funding to help seniors and people with special needs make life-safety and accessibility improvements to their homes.

Policy 4.2.2. Collaborate with regional housing organizations to create and fund programs through the Community Development Block Grant Program that encourage citizens to rehabilitate homes.

Chapter 5. Public Facilities & Services Element

The Public Facilities and Services Element is the city's commitment to ensuring orderly and cost-effective development in the community during the 20-year planning period. It establishes policies for forecasting public facilities and service needs, making capital budget decisions, identifying the proposed location of new or expanded public facilities, and outlining a six-year plan showing the sources of public money to finance public facilities.

Providing Adequate Public Facilities and Services

Goal 5.1: Ensure the availability of adequate public facilities and services that meets the needs of current and future development.

- Policy 5.1.1. Planning for public facilities and services shall be consistent with the Land Use Element.
- Policy 5.1.2. Public facilities essential for accommodating development within the city consist of the water system, sewer collection system, and the stormwater collection system, and city buildings.
- Policy 5.1.3. The primary public services provided by the City of South Bend include law enforcement, fire protection, and solid waste management.
- Policy 5.1.4. The City of South Bend adopts levels of service (LOS) standards as the benchmark for evaluating, maintaining, and forecasting the adequacy of public services and facilities. The city will ensure public facilities and services meet LOS standards during the 20-year planning period.
- Policy 5.1.5. Maintain the following level of service standard for the water utility:
- Meet all requirements of the Federal Safe Drinking Water Act and the Washington State Department of Health within the city's water service area.
 - Source pumping may not exceed instantaneous withdrawal rights allowed by the Department of Ecology.
 - Provide a minimum pressure of 30 pounds per square inch at the customer meter under Peak Hour Demand.
 - Provide a minimum fire flow in accordance with WAC 246-293-640.
- Policy 5.1.6. Maintain the following level of service standard for the sewer utility:
- Provide a sewer collection system capable of conveying wastewater discharges from residential, commercial, and manufacturing customers within the city limits as provided within the

Intergovernmental Contract for Wastewater Services between the Cities Raymond and South Bend.

- Policy 5.1.7. Maintain the following level of service standard for the stormwater system:
- Provide a public collection system capable of conveying a 25-year frequency storm event without flooding or damage to structures.
- Policy 5.1.8. Maintain the following level of service standard for city buildings:
- Continue to maintain the city hall, fire stations, and public works facilities to ensure the delivery of public facilities and services.
- Policy 5.1.9. Maintain the following level of service standard for law enforcement:
- Provide a minimum staffing coverage of at least one officer from 6:00 a.m. to 2:00 a.m.
- Policy 5.1.10. Maintain the following level of service standard for fire protection services:
- Maintain National Fire Protection Association 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.
- Policy 5.1.11. Maintain the following level of service standard for solid waste management:
- Weekly curbside collection service.
- Policy 5.1.12. The city requires the availability of adequate public facilities and services concurrent when the impacts of development occur.
- Policy 5.1.13. The city will work with citizens to evaluate the adequacy of existing capital facilities in existing neighborhoods and develop projects that address deficiencies.
- Policy 5.1.14. The city shall evaluate and assure that all capital facilities and services projects are consistent with the Land Use Element before inclusion on the Six-Year Capital Expenditures Implementation Plan.
- Policy 5.1.15. The following priority will guide the city in its public facilities and services capital expenditures:
- 5.1.15.a. Remedy an urgent or emergency condition which is dangerous to public health or safety;
 - 5.1.15.b. Correct existing deficiencies;
 - 5.1.15.c. Meet the needs of planned growth; and
 - 5.1.15.d. Add desirable new facilities and services.

Policy 5.1.16. The city will continue to maintain and update its public facilities to meet the assumptions set forth in the Land Use Element. If the LOS standards fall below established levels, the city will take one or more of the following actions:

5.1.16.a. Reduce demand through demand management strategies;

5.1.16.b. Reduce LOS standards;

5.1.16.c. Increase revenues;

5.1.16.d. Reduce the cost of public facilities and services; and/or

5.1.16.e. Revise the Land Use Element.

Priority Public Facilities and Services Improvements Plan

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 funding and prioritization strategies for capital facilities.

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.

The city prioritizes capital facilities over the short-term through its six-year capital improvement plans. As it completes projects, the city replenishes its capital improvement plans with projects from its capital facility plans that maintain existing facilities, corrects existing deficiencies, and addresses new growth in accordance with the Comprehensive Plan.

Goal 5.2: Identify capital expenditure priorities for those public facilities and services necessary for implementing the Land Use Element over the 20-year planning period.

Policy 5.2.1. Implement the following water utility capital improvement program for the years 2020-2026

Table 1: Six-Year water utility capital improvement plan

Rank	Projects	Description	Estimated Cost
1	Fliess Creek Alternative Source Project	Construct the Fliess Creek diversion/transmission main to the WTP	\$1,800,000
2	Construct a new reservoir in Baleville	Construct a new 200,000-gallon reservoir to increase reliability	\$275,000

Rank	Projects	Description	Estimated Cost
3	Eklund Park Booster Pump Station	Design and construct a booster pump station to increase local system pressures	\$134,000
4	"A" Street Water Main	Replace 1,000 ft of small diameter water main with 8-inch water main	\$195,000
5	"C" Street Water Main	Replace 450 ft of small diameter water main with 8-inch water main	\$107,000
6	Harrison Street Water Main	Replace 500 ft of small diameter water main with 8-inch water main	\$149,000
7	Airport Road raw water main	Replace approximately 5,000 ft of large diameter asbestos cement with new water main	\$853,000
8	Kendrick to Ferry Street distribution line	Main replacement and additional piping to loop the system in this area to increase system reliability. The replacement of the 10-inch main along US Highway 101 from Kendrick to Ferry Streets will improve maintenance.	\$ 280,000
9	Annual small diameter main replacements	Replace mains as leak detection assessments continue.	\$ 15,000
10	Eklund/US Highway 101 loop	Installation of a pipe loop between the intersections of Summit and Wyoming to US Highway 101. This project will also increase fire flow to some areas.	\$ 49,100

Policy 5.2.2. Implement the following park capital improvement program for the years 2020-2026

Table 2: Six-Year Parks Capital Improvement Plan

Rank	Projects	Description	Estimated Cost
1	Spurrell Dock Canopy Project	Construction of a canopy over the non-grated areas of the dock to allow for a year-round open-air market.	\$ 120,000
2	Restrooms at South Bend Boat Launch	Construction of public restrooms at boat launch.	\$150,000
3	Willapa Hills Trail Extension	Prepare a planning study, including developing a partnership with the Washington State Department of Transportation to extend the trail to the South Bend Boat Launch	\$10,000

Rank	Projects	Description	Estimated Cost
4	Refurbish First Street Park	Prepare a design plan for First Street Park. The city will pursue small grants and pro-bono services from regional recreation and landscape architecture university programs to assist with developing a site design.	\$15,000
5	Foster Community Gardens	Establish one to two small community garden sites	\$5,000
6	Establish an Off-Leash Dog Park	Prepare a design plan for an off-leash dog park	\$5,000
7	Add park improvements that benefit children	Develop a strategy for adding improvements that benefit children	\$8,000
8	Park signs and brochures	Design and erect signs; design and print brochures	\$10,000
9	Campsite design	Feasibility study that examines demand and design issues for a public or private campground in South Bend	\$20,000

Funding Public Facilities and Services

Goal 5.3: Allocate the cost of public facilities and services fairly between existing and new development.

- Policy 5.3.1. Existing development will contribute to correcting deficiencies currently existing in public facilities and services.
- Policy 5.3.2. New development shall pay its own way for improvements required under the Comprehensive Plan and the South Bend City Code.
- Policy 5.3.3. Existing and new development will share equally in the cost for new or expanded capital facility improvements that correct existing level of service deficiencies.
- Policy 5.3.4. The city will explore a variety of financing mechanisms for existing and new public facilities and services improvements, including state and federal grant assistance.

Siting Essential Public Facilities

The Growth Management Act defines essential public facilities as:

“...facilities that are typically difficult to site, such as state education facilities and state or regional transportation facilities as define in RCW

47.06.140, state and local correctional facilities, solid waste handling facilities, and inpatient facilities, including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020."

The Countywide Planning Policies state that South Bend will work in cooperation with Pacific County and the municipalities of Raymond, Ilwaco, and Long Beach in developing policies for siting essential public facilities within the county.

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

- Policy 5.4.1. 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.
- Policy 5.4.2. 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.
- Policy 5.4.3. Designate and evaluate essential public facilities as a conditional use within districts that allow similar uses.
- Policy 5.4.4. 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.
- Policy 5.4.5. 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.

Adoption of Functional Public Facilities and Services Plans

Goal 5.5: The Comprehensive Plan adopts the following functional plans for public facilities and services:

- Policy 5.5.1. City of South Bend Water System Plan Update, December 2013
- Policy 5.5.2. Regional General Sewer Plan/ Wastewater Facilities Plan, 2007
- Policy 5.5.3. Intergovernmental Contract for Wastewater Services, May 2008
- Policy 5.5.4. Comprehensive Park Plan, 2015-2021

Chapter 6. Utilities Element

The Utilities Element addresses utilities provided by special use districts and private providers. These services include electricity, telephone, radio, and cable television. The element assures that these key services will be available to growth in a manner consistent with the Comprehensive Plan as projected growth happens.

Planning and Locating Utilities

Goal 6.1: **Maintain ongoing and cooperative partnerships with utility providers to assist in facilitating the reliable delivery of electric, telephone, and cable television services in the city in an economical manner that respects the aesthetic character of the community.**

- Policy 6.1.1. The planning and location of utilities shall be consistent with the Land Use Element.
- Policy 6.1.2. The location of public and private utility transmission facilities lines should be in public rights-of-way.
- Policy 6.1.3. New subdivisions shall locate all utilities underground.
- Policy 6.1.4. The city will require dedication of all new rights-of-way to provide adequate land for location of utility lines for all utility providers.
- Policy 6.1.5. The city will encourage utility providers to move overhead lines underground as part of street, sewer, water, and storm drainage projects.
- Policy 6.1.6. The city will assure timely notification to utility providers of street construction and maintenance of existing rights-of-way.
- Policy 6.1.7. Utility providers shall complete restoration of rights-of-way to city street standards in a reasonable period to assure public safety.
- Policy 6.1.8. Major utility corridors should be located outside the current city limits.
- Policy 6.1.9. The city will notify all utility providers of pending updates to the Comprehensive Plan and/or development regulations that will affect providers.
- Policy 6.1.10. Encourage 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.
- Policy 6.1.11. Support regional energy providers in establishing appropriate renewable energy resources.

Chapter 7. Transportation Element

The Transportation Element describes how the city's Comprehensive Plan will create an efficient circulation system consisting of roadways, waterways, and non-motorized routes that meets local and regional needs.

Maintaining Existing Transportation Infrastructure

A major challenge facing the City of South Bend over the 20-year planning period will be to maintain the transportation infrastructure it already has available. Aging streets and sidewalks will demand innovative financial approaches to repairing and maintaining them.

In addition, the community depends on transportation systems not under the city's control, yet they are vital to its economy. These include the navigation channel in the Willapa River, public and private marine facilities, US Highway 101, and pedestrian trails operated by state and private organizations.

Goal 7.1: **Maintain existing transportation infrastructure and services that meets the residential and economic needs of the community.**

- Policy 7.1.1. Adopt a level of service (LOS) standard C for US Highway 101 and LOS standard D for all other city streets.
- Policy 7.1.2. The city will monitor existing arterials and major collectors for their adequacy in meeting the demands of increased traffic.
- Policy 7.1.3. Work with neighborhoods to identify and design comprehensive projects that upgrade existing streets, sidewalks, and sewer, water, and storm drainage systems.
- Policy 7.1.4. The city regards the continued maintenance of the navigational channel from Raymond to the mouth of Willapa Bay and around docks within the city as a high transportation and economic development priority.
- Policy 7.1.5. Support Pacific Transit System in continuing bus service from South Bend to other Pacific and Grays Harbor County communities.

Policy 7.1.6. Cooperate with the Pacific Council of Governments, the Southwest Washington Regional Transportation Planning Organization (SWRTPO), the Washington State Department of Transportation (WSDOT), and the Washington State Parks to make coordinated improvements along US Highway 101 to extend the Willapa Hills Trail through the Downtown and to provide pull-off and parking areas for recreational vehicles. In addition, the city will work with WSDOT and other regional organizations to improve bicycle routes and safety within Pacific County.

New Transportation System Infrastructure

Despite anticipating limited growth over the 20-year planning period, South Bend anticipates there will be some new transportation system projects within the city. These improvements will likely consist of road extensions serving new residential growth and economic development opportunities. New or extended pedestrian trails and bicycle routes are part of this program as well.

Goal 7.2: Design and implement safe and efficient transportation improvements that are consistent with the goals and policies of the Land Use Element.

Policy 7.2.1. Use the Washington State Planning Priorities⁴ to guide transportation planning in South Bend 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
- Continuously improving the quality, effectiveness, and efficiency of the transportation system.

Policy 7.2.2. Extensions and new city arterials shall meet LOS standard D.

Policy 7.2.3. All land uses within the city shall provide safe access to a public street.

⁴ [RCW 47.04.280](#)

- Policy 7.2.4. Consult with WSDOT on permits for new or expanded commercial and residential developments adjacent to US 101/Robert Bush Drive to ensure that driveways provide safe ingress and egress.
- Policy 7.2.5. Work with WSDOT to monitor increasing traffic volumes on US 101/Robert Bush Drive and develop coordinated actions that address its impacts to city residents and businesses.
- Policy 7.2.6. Plan for and construct sidewalk projects that provide safe pedestrian and bicycle access, especially to and from South Bend schools.
- Policy 7.2.7. Street and sidewalk design shall meet the "Standard Specifications for Municipal Public Works Construction," prepared by the Washington State Chapter of the American Public Works Association, and as hereafter amended, unless the city engineer requires different standards.
- Policy 7.2.8. All new or extended streets shall be capable of accommodating emergency services and vehicles.
- Policy 7.2.9. The city will require the extension of public streets to new development so that it results safe and efficient traffic circulation.
- Policy 7.2.10. Allow and encourage the location of electric vehicle charging stations in the Downtown and Commercial District.
- Policy 7.2.11. The city will encourage and support Washington State Parks to extend the Willapa Hills Trail through the City of South Bend.
- Policy 7.2.12. The city supports the efforts of the Willapa Bay Regional Fisheries Enhancement Group in providing the Mill Creek Pond Trail and moving forward with the proposed South Bend Wetlands Trails Park.
- Policy 7.2.13. Continue to maintain and update the street system to meet the assumptions in the Land Use Element.
- Policy 7.2.14. Ensure needed transportation improvements are in place concurrent with new growth or when services fall below the adopted LOS.

Allocating Costs for Transportation Improvements

Goal 7.3: Allocate the cost of transportation improvements fairly between existing and new development.

- Policy 7.3.1. Property owners in established areas of the city will contribute to the cost of correcting street and sidewalk deficiencies.
- Policy 7.3.2. Developers will be responsible for the cost of new street and sidewalk that solely benefit their development.

- Policy 7.3.3. Existing users and new development may share equally for expanded streets and sidewalks that benefit all residents and businesses.
- Policy 7.3.4. Public expenditures for streets will be based on the following priorities:
- 7.3.4.a. Remedy an urgent or emergency condition which is dangerous to public health or safety;
 - 7.3.4.b. Correct existing deficiencies that result in transportation facilities falling below the established level of service standard;
 - 7.3.4.c. Meet the needs of planned growth; and,
 - 7.3.4.d. Add desirable new streets or amenities.
- Policy 7.3.5. Capital expenditures for streets will conform to the City of South Bend's adopted Comprehensive Plan.
- Policy 7.3.6. The city will explore a variety of financing mechanisms and pursue grants for improving streets and sidewalks.

Priority Street Improvement Plan

Over the next 20 years, the City of South Bend will need to continue to maintain or upgrade streets and sidewalks.

Goal 7.4: Identify street and sidewalk construction priorities for necessary for implementing the Land Use Element over the 20-year planning period.

- Policy 7.4.1. Implement the Six-Year Transportation Improvement Program for the years 2020-2026.

Table 3: Six-Year Transportation Plan

Priority	Project	Description	Length (Miles)	Total Cost	Proposed Start Date
1	Adams Street	Road reconstruction, add sidewalk on one side of roadway, and storm drainage, from Highway 101 to Water Street.	0.08	\$191,250	2020
2	Pacific Avenue	Road reconstruction, widening, add sidewalk on one side of roadway, and storm drainage, from West 4 th Avenue to First Street.	0.21	\$524,250	2021
3	Washington Street	Road reconstruction and widening, add sidewalk on one side of roadway, and storm drainage from Water Street to East 3 rd Street	0.24	\$607,500	2022

Priority	Project	Description	Length (Miles)	Total Cost	Proposed Start Date
4	Madison Street	Road reconstruction, widening, add sidewalk on one side of roadway, and storm drainage, from Highway 101 to First Street	0.30	\$818,000	2023
5	Jefferson Street	Road reconstruction, widening, add sidewalk on one side of roadway, and storm drainage, from Highway 101 to First Street	0.23	\$547,000	2024
6	First Street	Road reconstruction, widening, add sidewalk on one side of roadway, and storm drainage, from A Street to C Street	0.13	\$317,250	2025
7	First Street	Road reconstruction, widening, add sidewalk on one side of roadway, and storm drainage, from Jackson Street to Harrison Street	0.09	\$204,750	2025
8	Jackson Street	Road reconstruction, widening, add sidewalk on one side of roadway, and storm drainage, from Oregon Avenue to Montana Avenue	0.06	\$144,640	2025

Coordination of Regional Transportation Actions

Goal 7.5: Support regional efforts that contribute to the transportation needs of the city, county, and region.

Policy 7.5.1. Actively participate in the Pacific Council of Governments and the Southwest Washington Regional Transportation Planning Organization (SWRTPO).

Policy 7.5.2. Adopt by reference the SWRTPO Regional Transportation Plan.

Policy 7.5.3. Support the efforts of Pacific Transit to provide ride-sharing and expand the number of routes and scheduled trips that reduce travel time within the county. Also support other organizations, such as the Coast Community Action Program, to provide alternative transportation opportunities for city residents, such as work, special appointments, and medical transportation for low-income and people with special needs.

Chapter 8. Sustaining the Comprehensive Plan

To remain an effective tool for guiding growth, the Comprehensive plan needs to respond to changes in South Bend and adapt accordingly.

The key approaches to sustaining the Comprehensive Plan's relevance for the community is engaging citizens, protecting property rights, participating in interjurisdictional planning efforts, and regularly updating the document. This element adopts goals, policies, and action steps for guiding the city through these processes.

Engaging Citizens in Community Decisions

Engaging citizens, protecting property rights, encouraging interjurisdictional planning, and updating the Comprehensive Plan are the hallmark of good community decisions.

Goal 8.1: **Recognize that planning in the best interests of the City of South Bend occurs only with effective citizen participation in the decision-making process**

- Policy 8.1.1. The Planning Commission shall schedule regular meetings to listen to community concerns.
- Policy 8.1.2. The Planning Commission shall hold an annual spring meeting to review planning progress and discuss ideas for change.
- Policy 8.1.3. Use the city's website to share information about plans and projects available to citizens in advance of any meetings.
- Policy 8.1.4. Notify people one-to-two weeks in advance of workshops or meetings by posting notices on the city's website, at City Hall, and in area newspapers.
- Policy 8.1.5. Provide citizens at least fourteen days official notice of all public hearings on permit applications, plan amendments, or changes to land development regulations.
- Policy 8.1.6. Develop a set of procedural rules for public hearings that guarantee everyone will have equal access to the hearing process.
- Policy 8.1.7. Report to the community how their comments influenced decisions.

Protecting Private Property Rights

Goal 8.2: Protect private property rights by conducting all procedural aspects of land use planning in a fair, even handed, and effective manner for all citizens and development interests.

- Policy 8.2.1. 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.
- Policy 8.2.2. The city will respect rights of property owners when considering new changes or revisions to the Comprehensive Plan and/or development regulations.
- Policy 8.2.3. The city shall follow the requirements of Chapter 36.70B of the Revised Code of Washington, Local Project Review, to ensure adequate notice and timely decisions for all development permits.

Participating in Interjurisdictional Planning

Goal 8.3: Work cooperatively with the State of Washington, Pacific County, and adjoining jurisdictions in coordinating land use planning efforts through a regional focus to achieve mutually beneficial results.

- Policy 8.3.1. The city shall make an ongoing commitment to joint planning with Pacific County, other county municipalities, and special use districts.
- Policy 8.3.2. The city considers regional sewer and water utility coordination, highway and marine transportation issues, water quality, parks and recreation facilities, and economic development as issues of special interest.
- Policy 8.3.3. The city will work with Pacific County to determine appropriate Urban Growth Area boundaries and execute interlocal agreements that assure an efficient and fair development permitting process in those areas.
- Policy 8.3.4. The city will support creative private sector projects of a regional nature that offer employment opportunities and diversification of the regional economic base.
- Policy 8.3.5. The city will consider relevant Countywide Planning Policies as it makes land use decisions and prepare development plans and policies.

Monitoring the Comprehensive Plan

Goal 8.4: Conduct an annual review the Comprehensive Plan to evaluate its effectiveness and consistency with the GMA and the community development needs of the city.

Policy 8.4.1. The Planning Commission shall hold an annual Comprehensive Plan Review workshop each January. The annual review should look at changes relating to:

- Population estimates;
- New residential, commercial, and public land uses;
- Environmental protection;
- Housing;
- Capital facilities and public services improvements; and
- Transportation systems.

Policy 8.4.2. Incorporate the prioritized outcomes from the annual review to form the basis of the work program and subsequent meetings for the Planning Commission.

Policy 8.4.3. Use the public workshop format as an opportunity for the Planning Commission to engage citizens in exploring work program topics and identifying potential solutions.

Policy 8.4.4. Submit annual Planning Commission recommendations, if any, to the City Council regarding potential amendments.

Procedure for Amending the Comprehensive Plan

Amendments to the Comprehensive Plan may occur only once annually in accordance with RCW 36.70A.130(2).

There are two methods for initiating a Comprehensive Plan amendment: 1) the City Council may initiate an amendment upon passage of a motion, or 2) a South Bend citizen or property owner may initiate a plan amendment upon submittal of a complete application.

The following action steps guide the Comprehensive Plan amendment process:

Step 1. The City Supervisor must receive all applications or Council motions to amend the Comprehensive Plan anytime up to 14 days before the March Planning Commission meeting. Applications received after this date will undergo Planning Commission review the following year.

- Step 2.** Applications and motions for amendments shall specify the exact change(s) to the Comprehensive Plan text and/or the future land use map and the reasons why the requested changes are necessary.
- Step 3.** The City Supervisor will transmit all applications and motions to the Planning Commission one-week before its March meeting.
- Step 4.** The Planning Commission will review each application and/or motion for amendment at its March meeting to determine if the requests are complete or if more information is necessary. If the application or motion is incomplete, the party requesting the amendment shall submit the information requested by the Planning Commission to the City Supervisor 14 days before the April meeting. The City Supervisor will forward it to the Planning Commission no less than 7 days before the April meeting.
- Step 5.** The City Supervisor will provide public notice of the hearing in accordance with RCW 35A.63.070.
- Step 6.** The Planning Commission will conduct public hearings for all complete Comprehensive Plan amendments at its April meeting.
- Step 7.** At the conclusion of the public hearing process, the Planning Commission shall consider the merits of each Comprehensive Plan amendment request. The Planning Commission will prepare a recommendation that approves, approves with modifications or denies each amendment request by preparing findings of fact that consider the following criteria:
- The amendment conforms to the requirements of the Growth Management Act, is internally consistent with the county-wide planning policies and is consistent with any interlocal planning agreements;
 - The amendment indicates changed conditions that show a need for the amendment;
 - The amendment will facilitate other Comprehensive Plan goals and policies;
 - The amendment addresses changing circumstances, changing community values, or corrects or updates information in the Comprehensive Plan; and
 - The amendment will not reduce the level of service standards for public facilities and services, reduces critical areas protections, or adversely affect the public health, safety, or general welfare of the community.

- Step 8.** The Planning Commission shall submit a recommendation with findings of fact for each Comprehensive Plan amendment to the City Council no later than their first meeting in September.
- Step 9.** Upon receipt of a Planning Commission amendment recommendation, the City Council may consider additional public hearings as necessary to serve the public interest. However, if the City Council departs from the Planning Commission recommendation, the Council shall hold a public hearing on that amendment.
- Step 10.** The City Council shall decide to approve, approve with modifications, or deny a Comprehensive Plan amendment based upon the approval criteria in 26.7 above.
- Step 11.** The City Council will decide on all Comprehensive Plan amendments no later than the last meeting of December.
- Step 12.** Before final adoption by ordinance of any changes to the Comprehensive Plan, the City Supervisor shall submit a copy of the proposed changes to the Department of Commerce for review and comment in accordance with RCW 36.70A.106. 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.
- Step 13.** The city shall forward copies of the ordinance adopting Comprehensive Plan to the Department of Commerce, Pacific County, and the City of Raymond.

Section Two:

Technical Background Material

Chapter 9. The Natural Environment

Location

The City of South Bend, county seat of Pacific County, lies along the south bank of the scenic Willapa River. The city is centrally located 129 miles from Seattle and 141 miles from Portland, Oregon at 46 °39' 48" N and 123°48' 12"W in southwestern Washington. US Highway 101 is the main transportation link to South Bend. The city covers a land area of 1.63 square miles and extends over 0.38 square miles of water.

Figure 2: Aerial View of City of South Bend



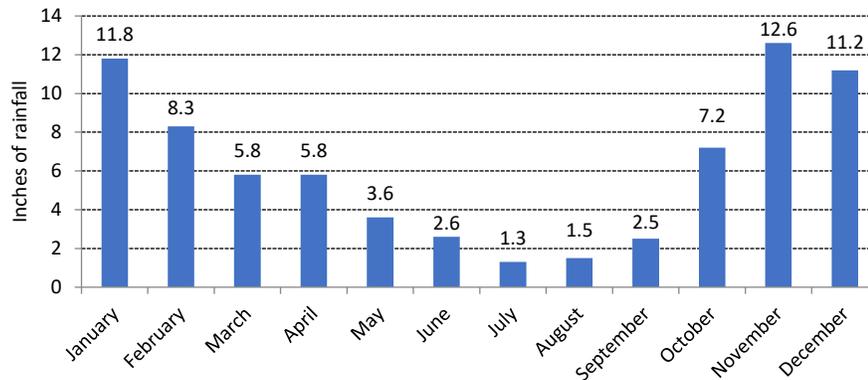
Climate

The major factors that determine South Bend's climate include prevailing wind directions; the surface temperatures of the Pacific Ocean and the Olympics and Cascade mountain ranges; and the intensity of the of large high- and low-pressure systems over the Pacific Ocean. These conditions typically create cool and comparatively dry summers followed by wet, mild, and cloudy winters.

Weather reports for the period from 1980 to 2010 verify these conditions. The average daily temperature reported was 50.7° F. The lowest mean temperature occurs in December (41° F), while the highest mean temperature is in July (74.8° F). The average

annual precipitation total is 76.84 inches, with the highest amounts falling during the winter months.

Figure 3: Monthly Precipitation averages in inches, 1980 - 2010



The average annual snowfall in South Bend is 1.16 inches, primarily in December, January, and February. Wind speeds annually average 16.9 mph and the three months with the highest wind speeds are April (26.9 mph), May (35.2 mph), and November (26.3 mph).

Flooding and heavy rainfall are the two main types of storm events affecting South Bend. The National Oceanic and Atmospheric Administration (NOAA) storm events database recorded major events in December 2007 and January 2009.

Topography

Waterways largely shape the topographical features of the City of South Bend. The city lies six miles upstream from the mouth of the Willapa River, which empties into Willapa Bay. Potter and Skidmore Sloughs create low-lying wetlands along the eastern and western borders of the city. Approximately 50 acres of the city lying north of the Willapa River consists of low wetlands less than 20 feet in elevation. Most of the city's commercial center and general commercial lands, along with about one-quarter of its residential neighborhoods, are on level land ranging 10 to 40 feet in elevation. Hillsides along its southern border quickly climb to elevations of 200 feet.

Geology

The underlying geology of South Bend within the floodplain areas consists of Quaternary alluvium (Qa) deposits. These deposits consist of silt, sand, and gravel deposited in streambeds and fans during the Holocene period, which is less than 12,000 years ago.

The upland areas of South Bend's hillsides comprise of Quaternary terraced sediments (Qt). This area has silt, sand, and gravel of diverse composition deposited by glacial outwashes or outbursts, older alluvium deposits, lahars, and uplifted coastal marine and estuarine deposits.

There are smaller outcrops of Eocene volcanoclastic rocks (Evc) in scattered areas of the hillside southeast of Willapa Avenue. These typically consist of breccias, conglomerates, volcanic sandstones, and siltstones. The nearest fault lines lay 2½ miles to the west and 1½ miles to the northeast.

Soils

The low-lying areas of South Bend consist of Udorthents and silty clay loams. Udorthents are very deep, well-drained soils that can exceed 60 inches in depth. While these are highly permeable soils, the water table can be two to six feet deep during the winter months. This soil type lies along the left (south) bank of the Willapa River and extends inland roughly equivalent to the limits of the 100-year floodplain boundary. Approximately 25 acres one-quarter of city consists of this soil type.

Another low-lying soil type covering about another quarter of the city is Ocosta silty clay loam. This soil is most common along the north bank of the Willapa River around the sewage lagoon, and around Potter and Skidmore Sloughs. There is also a swath of Ocosta soils between Ferry and Kendrick Streets, which includes the South Bend Community Park. Ocosta soils are very deep, poorly drained soils. The water table normally sits between 12 and 24 inches throughout the year, although diking helps to reduce its wetness.

Vesta and Willapa silt loams make up the remainder of the soils in the city. These are well-drained and deep soil types commonly situated on terraces above the floodplains. They drain moderately well but have a high moisture capacity and water table of 30 to 40 inches during the winter.

Hydric soils in South Bent include the Ocosta, Rennie, and Willapa soil types. Hydric soils are those soils that are sufficiently wet in the upper part to develop anaerobic conditions during the growing season. While not all hydric soils are wetlands, all wetlands have hydric soils.

Table 4: Summary of Soil Types and Characteristics, NRCS

Soil Type	Slope	Flooding	Depth to water table	Depth to bedrock	Runoff	Erosion hazard	Hydric
Ocosta silty clay loam	0-2%	Frequent, brief	12-24	>60	Slow	Slight	Yes
Rennie clay loam	0-2%	Frequent, brief	0-6	>60	Very slow	Slight	Yes
Udorthents	0-2%	Rare	24-72	>60	Slow	Slight	No
Vesta silt loam	8-30%	Rare	24-72	>60	Slow	Slight	No
Willapa silt loam	1-8%	Rare	30-42	>60	Slow	Slight	Yes

Figure 4: Distribution of Soil Types, NRCS

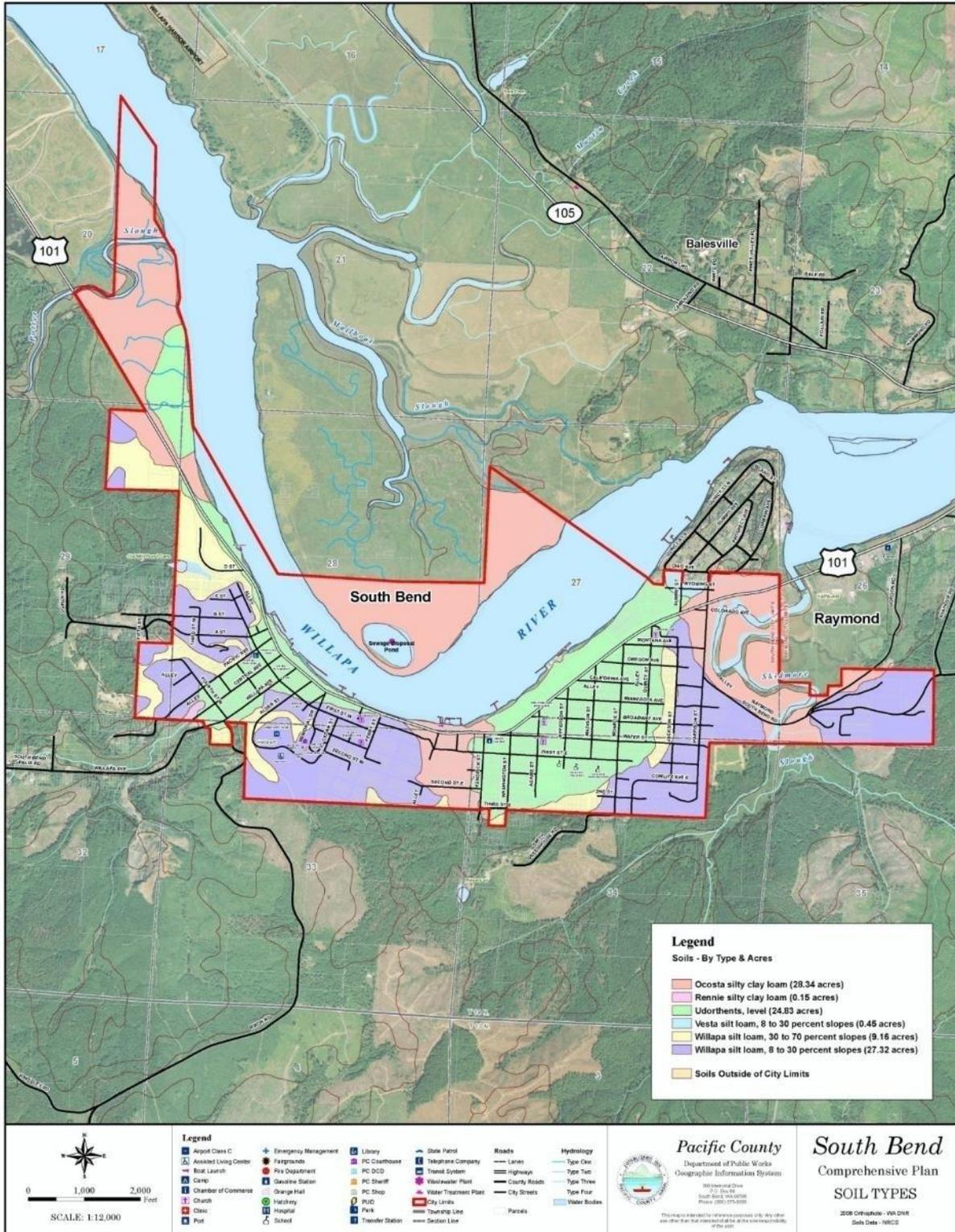


Table 5: Summary of Development Limitations by Soil Type, NRCS

Soil Type	Dwellings w/ out basements	Dwellings w/ basements	Small commercial buildings	Local streets & roads	Septic absorption fields
Ocosta silty clay loam	Severe; flooding, wetness, shrink-swell	Severe; flooding, wetness, shrink-swell	Severe; flooding, wetness, shrink-swell	Severe; low strength, shrink-swell	Severe; wetness, percolates slowly
Rennie clay loam	Severe; flooding, ponding, shrink-swell	Severe; flooding, ponding, shrink-swell	Severe; flooding, ponding, shrink-swell	Severe; low strength, ponding, flooding	Severe; flooding, ponding, percolates slowly
Udorthents	Severe; flooding	Severe; flooding, wetness	Severe; flooding	Moderate; wetness, flooding	Severe; wetness
Vesta silt loam	Slight	Slight	Moderate; slope	Severe; low strength	Moderate; percolates slowly
Willapa silt loam	Slight	Moderate; wetness	Moderate; slope		Severe; wetness

Geologically Hazardous Areas

The Growth Management Act defines geologically hazardous areas as “...areas that because of their susceptibility 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.”

Erosion Hazard Areas

Despite the steepness of some slopes in the city, none of the soil series identified by the Natural Resources Conservation Service (NRCS) has a high potential for erosion in an undisturbed state. Willapa silt loam on slopes of 30 to 70% does carry an erosion hazard of moderate. The erosion factor K, which indicates the susceptibility of a soil to sheet and rill erosion by water ranges from .28 to .32, is a relatively low rate of soil loss.

However, slopes that are 15% or greater in gradient do present engineering difficulties when constructing homes, commercial structures, and streets. Willapa and Vesta soils fall within this category. The NRCS soil survey indicates severe limitations to development on Vesta silt loam (#150) and Willapa silt loam (#159 and #160) soils due to slope, low strength to support structures, and shrink-swell potential. Poor development practices in these steeper areas, such as excessive vegetation removal and inadequate construction that ignores local conditions, could generate unnaturally high erosion rates or even mass wasting.

The NRSC maps show the approximate location of Willapa and Vesta silt loam soils. A more exact performance standard for designating erosion hazard areas might include any slopes greater than 15% containing Vesta silt loam (#150) or Willapa silt loam (#159 and #160) soils.

Landslide Hazard Areas

Site conditions that contribute to erosion hazard areas similarly influence landslide hazard areas. Landslides could occur in South Bend on any slopes with gradients of 15 % or greater, particularly if there are springs, ground water seepage, or a vertical section of ten feet or more not composed of consolidated rock. Areas of the city that have Vesta and Willapa soils along steeper sections of First, Jackson, and West Cowlitz Streets have had evidence of small failures in the past. Periods of heavy and prolonged rainfall promote landslides in these areas.

There are no known maps showing the general location of springs, groundwater seepage, or vertical sections of ten feet or more. The Washington State Geologic Information Portal map for Landslides of Washington State identifies no known landslides within the city limits.

Seismic Hazard Areas

The City of South Bend has high exposure to seismic hazards, both from earthquakes and tsunamis.

Site class and liquefaction maps prepared by the Department of Natural Resources' Geology and Earth Sciences Division have provided analysis of local conditions that reveal South Bend's susceptibility to earthquakes. Site class maps use a scale to show how underlying soil conditions in the community can cause earthquake waves to amplify shaking and damage. The risk of amplification increases on deep, soft soils found on valley bottoms and areas of artificial fill. Site Class D through E represents those soils with the greatest risk of earthquake amplification. Large sections of the community fall in Site Class D to E. Figure 5 shows the distribution of site class conditions in the city.

Liquefaction occurs when soils saturated with water can liquefy, or behave like a liquid, during an earthquake. Major damage frequently occurs on soils that are common along waterways. Large areas of the city are on land susceptible to moderate to high liquefaction. Figure 6 shows the distribution of potential in the city.

South Bend is subject to tsunamis flooding as well. Tsunamis result from earthquakes happening below the ocean bed. As a tsunami enters shallow water, waves will increase in height, capable of causing extreme damage and loss of life. A magnitude 8 earthquake occurring in the Cascadia Subduction Zone off the coast of Washington could generate waves as high as 30 to 55 feet and take as little as 30 minutes to reach

South Bend. Figure 7 shows the approximate tsunami inundation zone for a magnitude 8 earthquake as mapped by the Department of Natural Resources.

Figure 5: Seismic Hazard – Site Class (NEHRP)

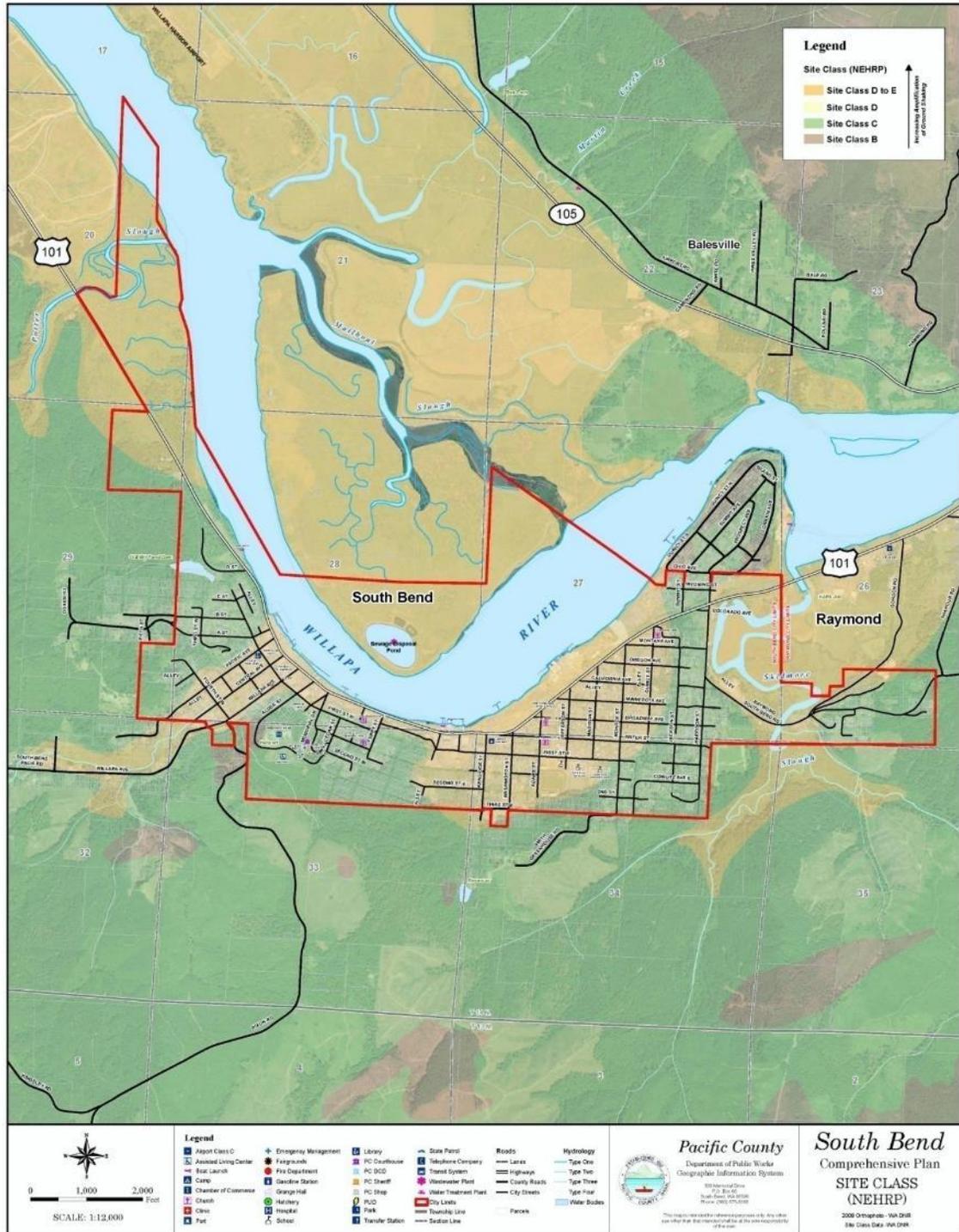


Figure 6: Seismic Hazard - Liquifaction

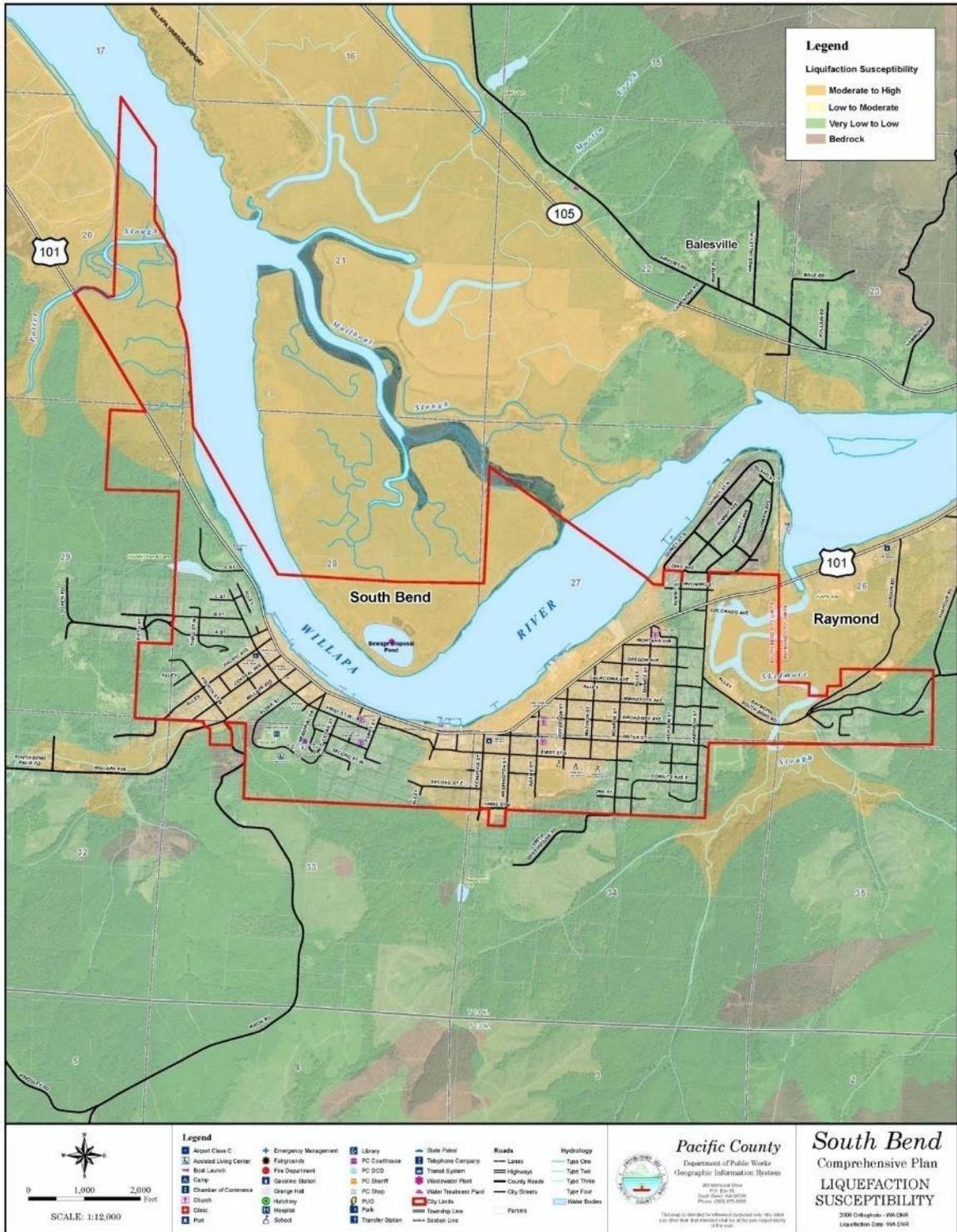
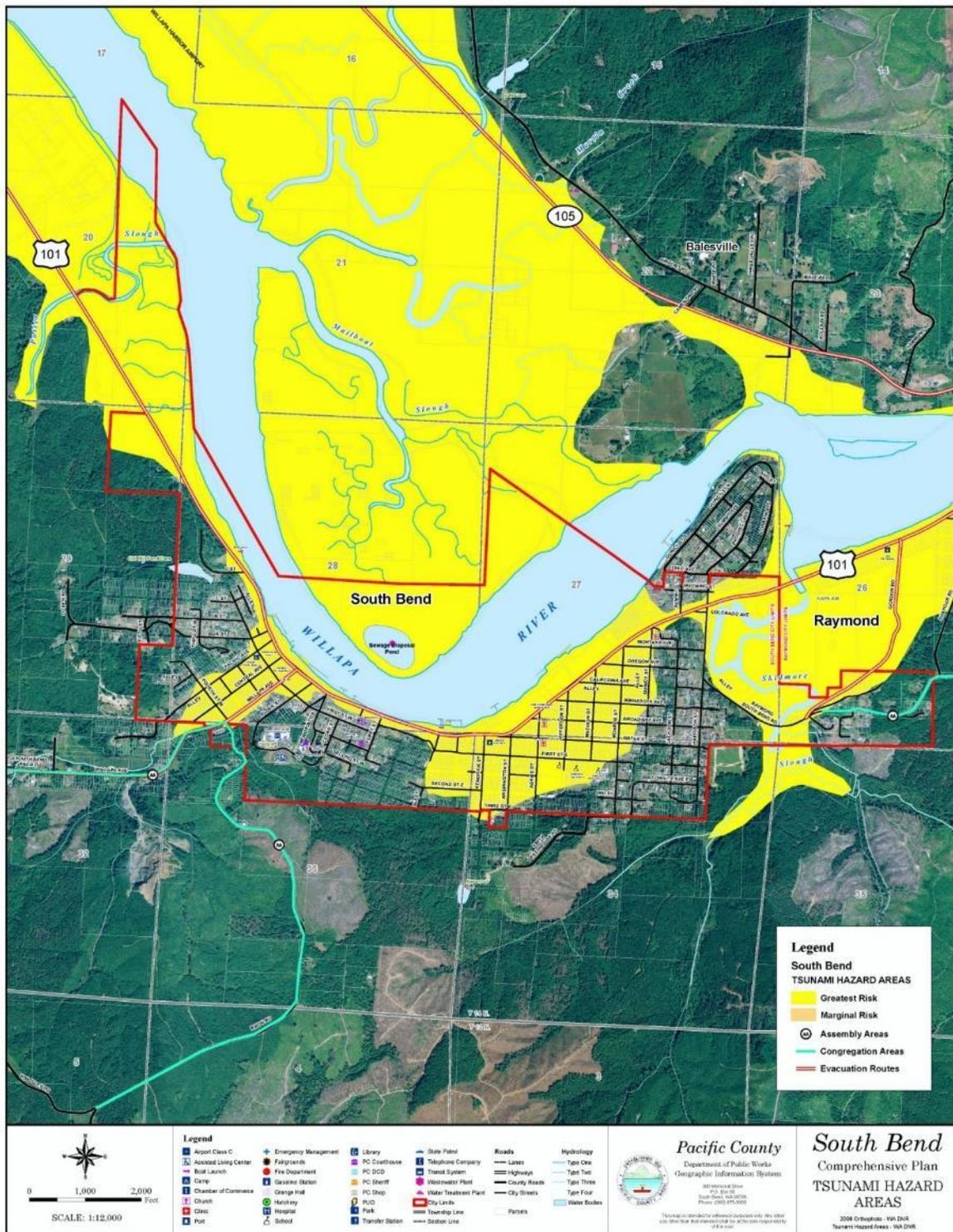


Figure 7: Seismic Hazard - Tsunami Inundation



Surface Waters

Willapa River

Surface water is a dominant physical and visual attribute of South Bend, with the Willapa River being the most prominent water body. The river rises in the Willapa Hills in southeastern Pacific County and drains an area of 260 square miles. The flows for approximately 41 miles before emptying into Willapa Bay; the city center lies approximately at river mile 4.5. Tidal influence extends upstream to river mile 18.

The river is approximately 550 feet wide west of The Narrows, widens to nearly 1,700 feet near the 300 block of Memorial Drive, and again narrows to 660 feet at the City of South Bend Boat Ramp. On the left bank from The Narrows downstream to the Coast Seafoods, the shoreline has extensive armoring, docks, and other over the water structures. Although the river gradient is only 1 %, daily tidal flows, wind waves, and boat wakes scour the left bank, causing erosion in places.

The gauge at Willapa reports that river averages 636 cubic feet per second. The maximum peak flood flow recorded was 14,800 cfs in 1994. High river flows occur during intense rainfall events and coastal surge tides during storms.

The Willapa River at South Bend has a Class A surface water designation under the Surface Water Quality Standards (Chapter 173-201A WAC) and currently is not meeting water quality standards for dissolved oxygen and fecal coliform bacteria. The Willapa River is also a Shoreline of Statewide Significance under the Shoreline Management Act.

Sloughs

Sections of Potter and Skidmore Sloughs partially flow within the city limits. These sloughs are wetland environments located within a channel fed by tidal flows and smaller freshwater streams.

Approximately 3,000 feet of Potter Slough flows within the city from its mouth on the Willapa River to US Highway 101. Potter Slough continues extend inland for another 1½ miles. A smaller unnamed slough lies immediately to the south and is wholly within the city limits. The Department of Fish and Wildlife owns both sloughs east of US Highway 101 and are part of the Willapa Wetlands Unit within the Johns River Wildlife Area.

Situated near the eastern border of the city limits is Skidmore Slough. Approximately 3,100 feet of the slough meanders through a series of wetlands situated in the city south of US Highway 101.

Streams

Several small freshwater streams flow through portions of the city. The largest of these is a small creek locally known as Old Mill Creek, which includes a manmade pond. Most of the streams that flow through neighborhood and commercial areas have had their original channels rerouted into stormwater drainage systems or artificially confined.

Frequently Flooded Areas

Information about flooding in South Bend is available through FEMA's Flood Insurance Study published in May 2015. This report states flooding occurs primarily during the winter months with damaging waters coming from two sources. The first involves high tidal waters from Willapa Bay. Strong winds from winter storms blowing from the Pacific Ocean sometimes coincide with high tides to produce storm surges. Tides often block river flows to create high water levels sufficient to flood low areas of the city. High tidal waters also enter the community through tide gates on the underground storm sewer systems that drain into the Willapa River. These gates occasionally become blocked open with accumulated debris.

Runoff and accumulation of precipitation are secondary sources of flooding problems due to undersized culverts and conduits that hamper the capacity of the present stormwater drainage system. During high-tide periods, there is insufficient hydraulic gradient to allow the precipitation to drain into the river, resulting in flooding in low areas of the city.

Shallow flooding due to inadequate drainage occurs when high tides coincide with significant rainfall events. Such flooding subsides as tidewaters recede and tide gates that hold back stormwater runoff reopen. Highway 101 forms a dike that protects eastern South Bend against 10-year high tides. Other dikes within the city generally are not substantial structures and are not high enough to provide more than minimal protections against flood events.

The City of South Bend is a participating member under the National Flood Insurance Program administered through the Federal Emergency Management Agency (FEMA). The city currently regulates development within the floodplain through Chapter 14.10 of the City Code. The chapter regulates structures and activities that affect the floodplain, using Flood Insurance Rate Maps to delineate the extent of the 100-year floodplain. The 100-year floodplain is equivalent to the GMA definition for frequently flooded areas.

The 2015 Flood Insurance Study significantly reduced the 100-year floodplain within the city. Those areas remaining within the 100-year floodplain are the undeveloped lowlands adjacent to the Skidmore and Potter Sloughs as well as the north bank of the Willapa River.

An increasingly important topic for coastal communities is sea level rise due to changes in the global climate. A July 2018 report published by the University of Washington's Climate Impacts Group, Projected Sea Level Rise for Washington State, provides the most current assessment for coastal Washington State.

According to the report, the primary factors that influence sea level rise are atmospheric temperatures, ocean levels, and geologic activity. For the South Bend Area, the report projects that ocean levels could rise between 1.5 to 2.0 feet by 2100. Increases at these levels likely will inundate the downtown north of Highway 101 and cause the Willapa River to significantly increase further flooding during storm events. While there is no guarantee such scenarios will happen, their potential for future harm is impossible to rule out. The city should carefully consider the type of public infrastructure investments it locates within potential sea level rise areas.

Groundwater

Because the City of South Bend relies on surface water for its municipal water supply, there is little specific information regarding groundwater resources within the city limits. General hydrological information for Pacific County state that relatively thin layers of alluvium typical of the South Bend area hold small amounts of water. Estimates state that groundwater yields vary from none to a few hundred gallons per minute.

In the terrace deposits south of South Bend, groundwater is available in the unconsolidated to semi-consolidated beds of clay, silt, sand, and gravel that overlie the bedrock. Wells drilled into these deposits can yield up to 220 gallons per minute.

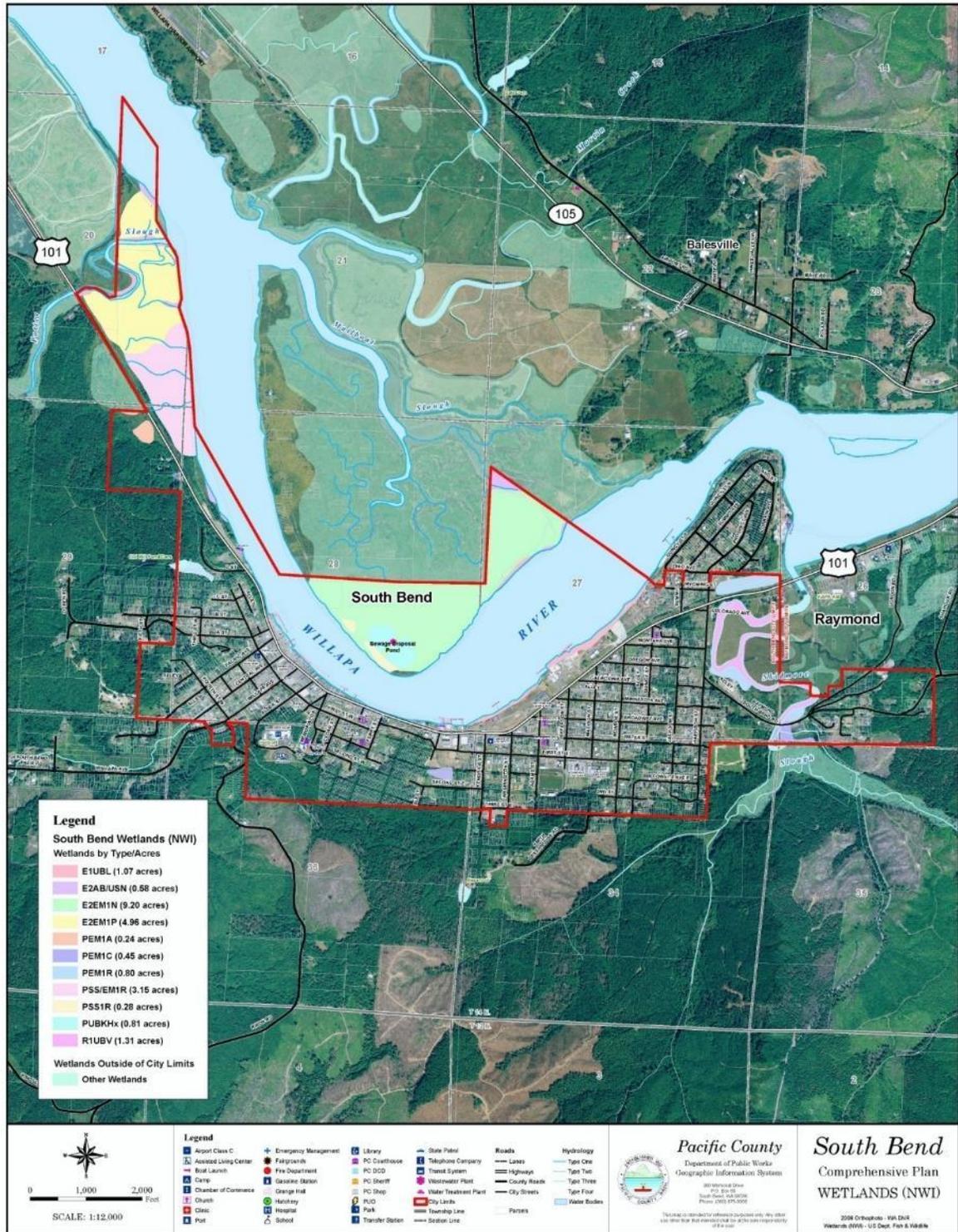
Most groundwater in the county is of good quality and soft to moderately hard, although excessive amounts of chloride and iron occur at some sources. Rainfall is the primary groundwater reservoirs recharge source, with groundwater levels rising during the winter and spring and falling during summer and fall. Groundwater moves generally from the hills toward the valley where it discharges largely as seepage to streams.

Wetlands

South Bend has a variety of both fresh and saltwater wetlands. Of the freshwater type, there are forested wetlands, emergent or non-forested wetlands, and wetlands associated with the Willapa River.

These wetlands roughly border the west and east entrances to the city limits. Estuarine marshlands, where fresh and saltwater mix during tidal interchanges, are located at the very west end of the city limits and along the north bank of the Willapa River. Figure 8 shows the approximate location of these wetlands in the city.

Figure 8: National Wetlands Inventory, USFWS



There are two main mapping sources used for locating wetlands in South Bend. The main resource is the National Wetlands Inventory (NWI) maps prepared by the US Fish and Wildlife Service. These show the approximate location of fresh and saltwater wetlands within the City of South Bend. These maps rely on expert interpretation of aerial photographs to identify wetlands and only on-the-ground inspection can determine their exact boundaries. Occasionally NWI maps inadvertently miss a wetland due their size or vegetation cover, so they are not a foolproof method.

Another resource for identifying wetlands is through Natural Resources Conservation Service (NRCS) Soil Survey Maps. The NRCS defines hydric soils as “a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part.” The presence of hydric soils does not always mean that wetlands are present, but they can be an indicator if the right type of vegetative and hydrological conditions exists. South Bend has three hydric soils: Ocosta silty clay loam, Rennie silty clay loam, and Willapa silt loam. Figure 3 shows the approximate location of these soils.

Fish and Wildlife Resources

Aquatic Species

The Willapa River, the sloughs, and several of the smaller creeks provide habitat for 17 recorded native and introduced fish species. Anadromous salmon species are the most prominent and include fall Chinook, coho, fall chum, winter steelhead, cutthroat, and bulltrout. The green sturgeon is also resident to the lower Willapa River. Both the green sturgeon and bulltrout are a listed species under the US Endangered Species Act. The Washington Department of Fish and Wildlife plant rainbow trout at Old Mill Creek Pond.

Terrestrial Species

An estimated 69 mammals, 27 reptiles and amphibians, 151 bird species, and an undetermined number of insects and other invertebrates live within the Northwest Coast Ecoregion. Of the larger mammals, deer, elk, bear, cougar, and coyotes live or frequently migrate through the city. Other small mammals, including raccoon, possum, and beaver, are common wildlife species within the city. Large populations of waterfowl, birds of prey, eagles, shorebirds, wading birds, and songbirds live within the city seasonally or year-round.

Priority Habitats and Species

The Washington Department of Fish and Wildlife provides comprehensive information on the location of important fish, wildlife, and habitat resources through its Priority

Habitat and Species (PHS) program. Priority species include State Endangered, Threatened, Sensitive, and Candidate species; vulnerable animal colonies; and vulnerable species of recreational, commercial, or tribal importance. Priority habitats are habitat types or elements with unique or significant value to a diverse assemblage of species.

Figure 9 lists those priority species and habitats identified by the PHS Program as located within the municipal boundaries of the City of South Bend.

Figure 9: Priority Species and Habitats, WDFW

Priority Species - Fish	Species Use
Coho salmon	Occurrence and migration
Resident cutthroat	Occurrence and migration
Fall Chinook	Occurrence and migration
Fall chum	Occurrence and migration
Winter steelhead	Occurrence and migration
Bull trout	Occurrence and migration
Priority Species – Birds	Species Use
Wood duck	Breeding area
Waterfowl concentrations	Regular concentration
Northern spotted owl	Management buffer
Dusky Canada goose	Regular concentration
Priority Species – Mammals	Species Use
Roosevelt elk	Regular concentration
Priority Habitats	Description
Wetlands – Palustrine	Lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. Wetlands must have one or more of the following attributes: the land supports, at least periodically, predominantly hydrophytic plants; substrate is predominantly undrained hydric soils; and/or the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year.
Estuarine intertidal	Extends from the OHWM to the extreme lower low water (ELLW). Intertidal areas consisting of rocky substrate, native vegetation (e.g., eelgrass, 2 macroalgae, emergent vegetation) or habitat-forming species (e.g., goose-necked barnacles, mussel beds) are of particular importance. Intertidal areas within a river/stream delta or an area used for spawning by forage fish are also significant.

Chapter 10. The Human & Built Environment

Historical Development

Native American History

The Lower Chinook Indians were the original inhabitants of the South Bend area. Their territory included the region bordering the mouth of the Columbia River and the area surrounding Willapa Bay. They fished the area's rivers, collected shellfish in nearby Willapa Harbor, and hunted upland game. Chinook members also gained considerable fame for their trading skills with other tribes as well as British and American fur companies. Their prominence in trading is evident in the development of Chinook Jargon, a trading lingua franca used throughout the Northwest between Native Americans and European Americans.

As with other Native American populations in the region, many died from exposure to new diseases introduced by settlers in the 1850's. However, their descendants remained in the South Bend area and merged with other tribes on reservations in Washington and Oregon. The Chinook Nation currently is seeking federal recognition.

Modern History

The contemporary City of South Bend began in 1869 when the Riddell brothers built a sawmill four miles upstream from the river's mouth at Willapa Bay. The business attracted millworkers and homesteaders to the area, and by 1875, the town of South Bend became recognized. The settlement acquired the name "South Bend" for the mill's location at the southern end of a curve on the Willapa River. In that same year, the town saw its first post office and school built.

Between 1889 and 1895, both the economy and the population grew. The community's location on a navigable river in the heart of timber country fueled an economic boom. Fishing and shell fishing gained ground in economic importance. The South Bend Land Company platted the first city lots in 1890; homes and businesses soon followed. The city officially incorporated on September 9, 1890, becoming the first municipality in Pacific County. Ilwaco incorporated in December that same year. In 1893, an election moved the county seat from Oysterville to South Bend.

In a move that would shape the future of the city, the South Bend Land Company gave rights-of-way along the waterfront to the Northern Pacific Railway. The railway in return promised to build a rail line from Chehalis to South Bend. The hope was that a future connection to Yakima would entice businesses and tourists from Eastern Washington. The promise of economic development caused a rush of building and land speculation by investors hoping to benefit from the connection. The railroad completed the

connection with Chehalis in 1893. By 1895, the population grew to 3,500 people. However, the line to Yakima never materialized and the land speculation bubble eventually burst.

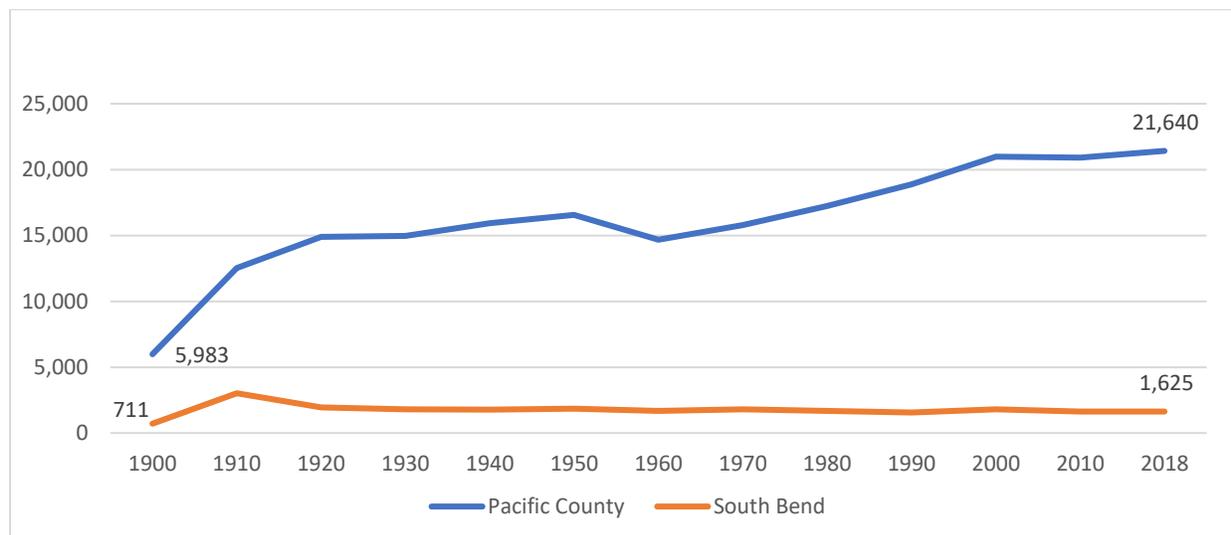
South Bend soon began to experience competition locally for economic development opportunities from nearby Raymond in the early 1900's. With waterfront ownership in the hands of the railroad in South Bend, industrial development looked to nearby Raymond instead. Soon, both communities were competing for resources, businesses, and residents. Raymond eventually passed South Bend in population by 1920 and has maintained that dominance ever since.

Today, South Bend continues as a place of government and an aquaculture center. The community prides itself as the "Oyster Capitol of the World," with companies processing oysters harvested in close-by Willapa Bay. Crab, shrimp, and caviar also are processed in the community. A small, local fishery participates in West Coast and North Pacific seasons.

Historic Population Trends

The first official US Census record for the City of South Bend happened in 1900, reporting a population of 711 people. Ten years later, the city peaked in at its highest ever population of 3,023. By 1920, the population decreased to 1,948 and has since fluctuated from 1,857 in 1950 down to 1,637 people during the 2010 US Census. South Bend experienced a substantial jump in population between 1990 and 2000, growing 16.5% to 1,807. However, this trend reversed itself between 2000 and 2010, when the population dropped -9.4%. The 2019 population estimate published by the Office of Financial Management for South Bend is 1,625. This represents a -0.73% decrease since the 2010 US Census.

Figure 10: Pacific County and South Bend Population, 1900 - 2019



OFM estimates a 2019 population of 21,640 for Pacific County, with 67.9% of this population living in the unincorporated areas. Between the years 2000 through 2019, the total county population increased by 3.1%. As of 2018, the incorporated communities comprised 30.9% of the county's total population.

South Bend has been slowly decreasing in its percent of the total county population. In 1920, the city comprised nearly one-quarter of the county's total population. The city historically has averaged 8.6% of the county's total population for the past 30 years. However, in the period from 2010 to 2018, that percentage dropped down to 7.6%. South Bend is the second largest of the four incorporated municipalities in the county.

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, and economic trends. For instance, the sudden gain or loss of a single medium-sized employer in South Bend or elsewhere in Pacific County can dramatically alter the assumptions used in a projection. Therefore, frequent analysis of population projections is essential to ensure it remains an accurate planning tool.

While there are no future population projections prepared specifically for South Bend, the Office of Financial Management (OFM) does prepare 25-year population trends for each county as part of their Growth Management Act responsibilities. OFM prepares a high, medium, and low estimate to provide a range of scenarios for counties to consider for their comprehensive plans. Although OFM considers the medium estimate as the most likely scenario, the high and low series reflect what might happen if there are significant positive or negative structural changes in the county's population. OFM prepared its most recent projection in 2017. Table 6 shows OFM's high, medium, and low projections for Pacific County.

Table 6: OFM 2017 GMA Population Projection for Pacific County

	Projection Years					Total Increase
	2020	2025	2030	2035	2040	
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	-329

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%.

Using the high, medium, and low projections prepared by OFM for Pacific County, some simple linear projections for determining future South Bend population numbers are possible. Assuming the city remains a consistent 7.6 % of the county's total population by 2040, the anticipated population increase would be 157 for the high series and 36 for the medium series. The low series projection would register a loss of 95 people.

Table 7: Population Projection for South Bend Based on 2017 OFM Projection

	2019 OFM Estimate	Population Projection					Net Gain/Loss
		2020	2025	2030	2035	2040	
High Series		1,706	1,759	1,794	1,829	1,863	238
Medium Series	1,625	1,620	1,636	1,647	1,654	1,661	36
Low Series		1,555	1,561	1,551	1,540	1,530	-95

Another method for predicting future population is to solely examine the median annual change in the city's population for the years 2000 through 2019, which is -0.22%. Applying this annual rate of change through 2040 would reduce the total population to 1,555, or a net loss of 70 people.

Given their proximity to one another, changes in the City of Raymond's population and economy could influence the future of South Bend's population. The 2019 OFM estimate for Raymond's population was 2,885, 1,260 more than South Bend's population. However, since 2010, Raymond's population patterns have remained relatively flat.

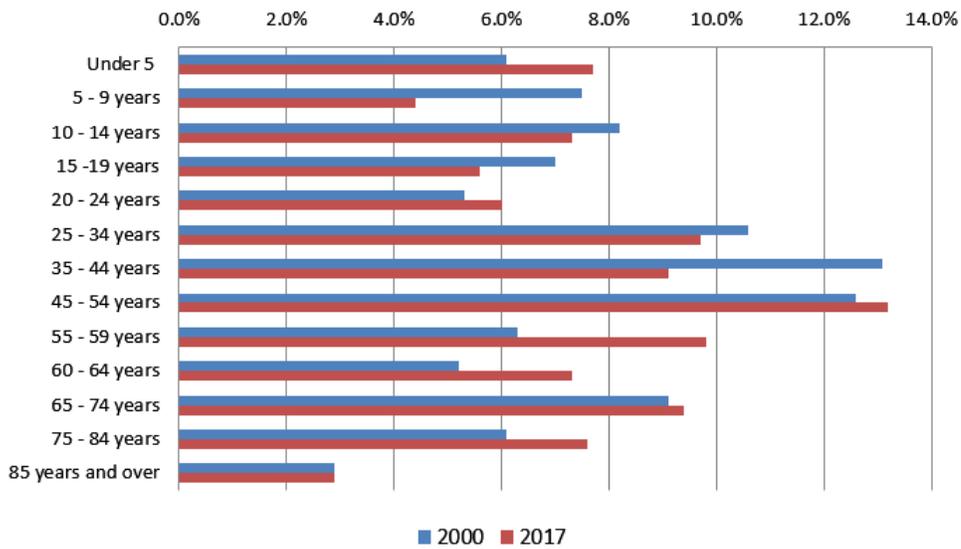
Community Demographics

Age and Sex

Data from the 2000 US Census and its 2017 estimates show that South Bend grew older over the past 17 years. The median age for residents of South Bend climbed from 39.4 years in 2000 to 45.4 years in 2017.

The distribution of the age groups shows some interesting trends between the census counts. While the percentage of people in South Bend grew in 45+ age groups, it mostly declined in those age groups 5 to 44 years. The exception to this trend was five and under.

Figure 11: Comparison of Age Groups, 2000 & 2010

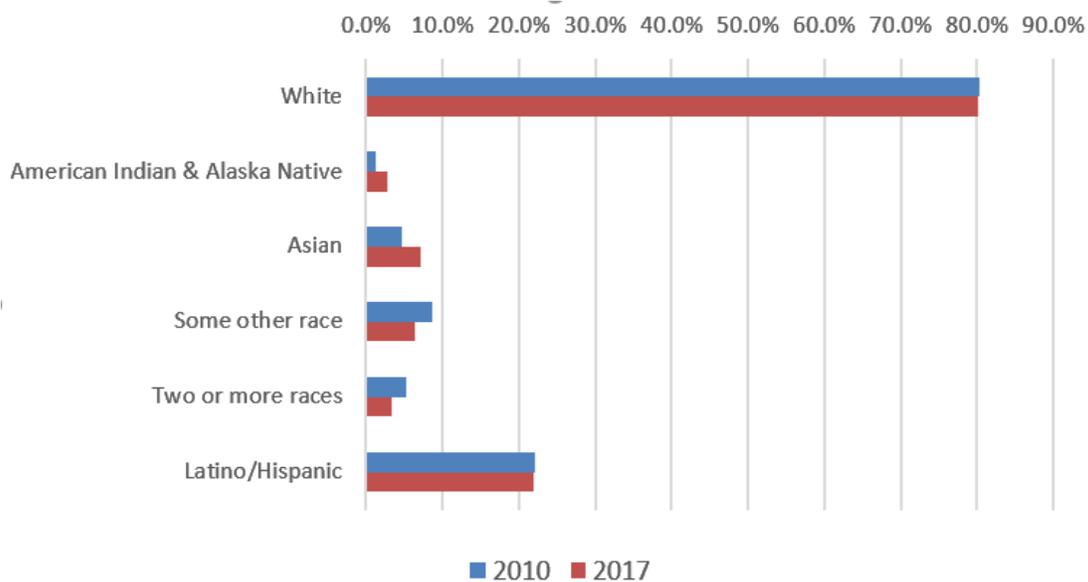


The distribution of males to female was nearly even, 49.4% to 50.6%, respectively.

Race and Ethnicity

There is a continuing redistribution of the racial and ethnic composition of South Bend between the 2000 US Census counts and the 2017 US Census estimate. The percentage of people identifying themselves as “white” or “Hispanic” has stayed nearly the same while the percentage of other races grew slightly. The US Census did not record any African Americans and Native Hawaiians/Pacific Islanders living in the community.

Figure 12: Percent of South Bend Population by Race, 2000 & 2017 US Census



Language Spoken at Home

The 2017 US Census estimates that 77.0% of people in South Bend speak only English at home. However, 16.0% (222) speak Spanish and 6.4% (88) speak an Asian language. The survey also reports on the English-speaking proficiency of the number of people over the age of five who sometimes or always speak a language other than English at home.

Table 8: Language and Ability to Speak English, 2017 US Census

Speak a Language other than English	Number	Speaks English Less than "Very Well"
Spanish	222	173
Asian or Pacific Islander	88	55

Veterans

The number of veterans in South Bend is slowly declining. The 2017 US Census estimated there were 78 veterans, or 6.8% of the civilian population 18 years and over.

Educational Achievement

Residents of South Bend 25 years and older have a higher percentage of individuals who do not achieve a high school diploma as opposed to Washington residents. There are also fewer college graduates in the community.

Table 9: Percent Educational Achievement of People Age 25 and Over, 2016 US Census

Educational attainment by population 25 years and older	South Bend	Washington
Less than 9th grade	13.4%	3.8%
9th to 12th grade, no diploma	10.7%	5.3%
High school diploma and equivalent	17.8%	22.5%
Some college, no degree	38.6%	24.0%
Associates degree	5.3%	9.9%
Bachelor's degree	9.9%	21.7%
Graduate or professional degree	4.3%	12.7%

Households

The US Census defines a household as consisting of all the people living in a housing unit, whether related or unrelated. Under this broad definition, the US Census identifies subcategories of different household types that describe living relationships. Table 10 **Error! Reference source not found.** summarizes information about households in South Bend.

Table 10: Households Characteristics, 2017 US Census

Household Type	Number
Total households	605
Family households ⁵	334
• Married-couple family	226
• Male householder; no wife present	15
• Female head of household, no husband present	93
Non-family households	271
Average household size	2.31
Householders living alone	234
Householder 65 years and older living alone	97

The number of people living in households is decreasing since the 2000 US Census. At that time the average household had 2.48 people, which since decreased to 2.31 people per household in 2017 estimate. However, family household sizes have slightly increased from 3.02 to 3.05 individuals.

Economy, Economic Trends, and Conditions

Existing Economic Conditions

The South Bend economy depends heavily on the oyster aquaculture industry and those services associated with being the county seat.

The City of South Bend has a small but diverse economic base that includes a wide range of retail and professional, health care, wholesale trade, manufacturing, and government that serve the local, regional, and national needs. The city also benefits from economic activities in the north county area that include forest products, fishing, shellfish, manufacturing, and tourism.

South Bend also shares a significant economic link to its neighboring municipality, the City of Raymond. Residents from both communities rely on each other's retail, commercial, and professional services. Businesses and industries in Raymond also major employment center's for South Bend residents.

The Washington State Employment Security Department observes that Pacific County economy as whole has been slow. "Nonfarm job growth has been stagnant in the county since the great recession. Particularly hard hit has been the goods producing

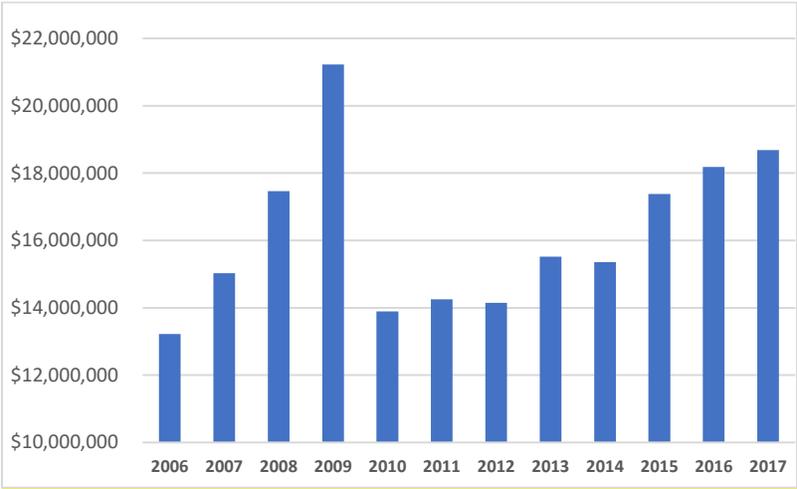
⁵ The US Census defines family households as consisting of two or more people related by birth, marriage, or adoption and residing together.

sector, including manufacturing and construction. In fact, most sectors of the economy continue to lag pre-recession totals. At the current rate of growth, the economy will take several more years to exceed the losses posted during the recession. Currently in 2017 nonfarm jobs are off about 130 from their 2008 totals."

The Washington State Department of Revenue collects data on the types of businesses headquartered within the City of South Bend. As of 2018, there were 276 businesses registered with DOR doing business within South Bend.

The department also provides data regarding total taxable retail sales within cities. Total taxable retail sales have been rising since 2013, a reflection of the recovery from the national recession. DOR data for total taxable retail sales in South Bend has been steadily increasing since 2012 as shown in Figure 11.

Figure 13: Total Taxable Retail Sales, 2006 – 2017, DOR



Another information source about businesses in the community comes from the business licenses issued by the City of South Bend. The city issued 204 licenses in 2018 to companies doing business within South Bend, although the main place of business for many of these companies is located outside of South Bend.

Table 11: Business Licenses Issued by City of South Bend, Organized by NAICS Code , 2018

Type of Business	Number of Licenses Issue
Agriculture, Forestry, Fishing, Hunting	9
Mining, Quarrying, Oil & Gas Extraction	2
Construction	6
Manufacturing	8
Wholesale Trade	18
Retail Trade	36

Type of Business	Number of Licenses Issue
Transportation, Warehousing	2
Information	27
Finance, Insurance	8
Real Estate, Rental, Leasing	17
Professional, Scientific, Technical Services	19
Administrative & Support and Waste Management & Remediation	11
Educational Services	1
Health Care and Social Assistance	4
Arts, Entertainment, and Recreation	1
Accommodation and Food Services	9
Other Services	26
Total	204

Employment

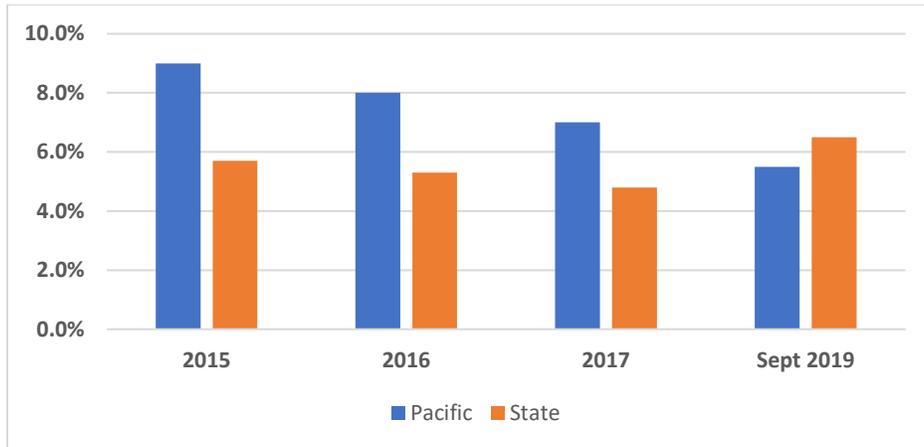
The City of South Bend has some of the county's largest employers that include Pacific County, Coast Seafoods, Willapa Harbor Hospital, and the South Bend School District.

Table 12: Civilian employed population 16 years and over by Industry, 2017 US Census

Civilian employed population 16 years and over	Estimated Number	Percent of Total Workforce
Ag, forestry, fishing, hunting, and mining	57	9.7%
Construction	10	1.7%
Manufacturing	172	29.3%
Wholesale trade	45	7.7%
Retail trade	42	7.1%
Transportation and warehousing, utilities	19	3.2%
Information	4	0.7%
Finance, insurance, real estate, rental, and leasing	9	1.5%
Professional, scientific, management, administrative, waste management services	16	2.7%
Educational services, health care, and social services	154	26.2%
Arts, entertainment, recreation, accommodation, and food services	14	2.4%
Other services, except public administration	16	2.7%
Public administration	30	5.1%

However, unemployment rates for Pacific County have been steadily decreasing since 2015, although they remain higher than the state average.

Figure 14: Unemployment Rates for Pacific County and Washington State, 2015 through Sept 2019, WSESD



Although unemployment rates are steadily decreasing, it is unknown whether this reflects an improving local economy, a shrinking workforce, outmigration, or a combination of all three situations. It will be difficult to discern any definitive employment generation trends for the near future.

Income

There is a significant income disparity between South Bend, Pacific County, and Washington State residents.

Table 13: Household Income and Benefits, South Bend, Pacific County, and Washington, 2017 US Census

Income and Benefits	South Bend	Pacific County	Washington
Less than \$10,000	7.7%	8.6%	5.6%
\$10,000 to \$14,999	4.4%	7.0%	3.7%
\$15,000 to \$24,999	21.7%	15.5%	7.9%
\$25,000 to \$34,999	20.5%	13.4%	8.3%
\$35,000 to \$49,999	19.6%	15.6%	12.2%
\$50,000 to \$74,999	12.1%	16.4%	18.1%
\$75,000 to \$99,999	6.0%	10.4%	13.5%
\$100,000 to \$149,000	8.0%	9.4%	16.4%
\$150,000 to \$199,999	0.0%	2.5%	7.1%
\$200,000 or more	0.0%	1.2%	7.3%

Table 14: Median Household Income, South Bend, Pacific County, and Washington, 2017 US Census

Jurisdiction	Median Household Income
South Bend	\$32,400
Pacific County	\$39,895
Washington	\$66,174

Table 15: Income indicators, South Bend, Pacific County, and Washington, 2017 US Census

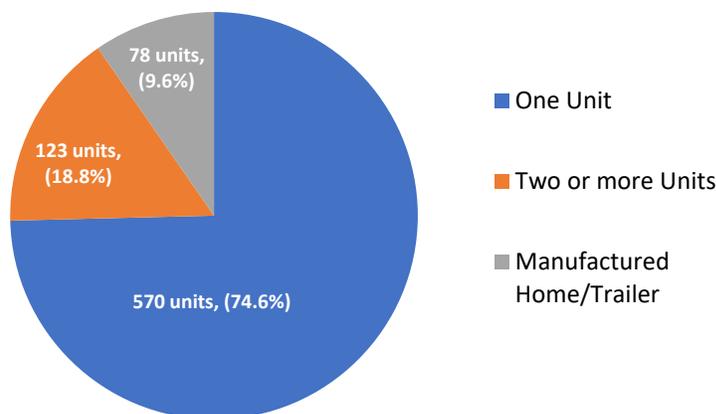
Income Indicator	South Bend	Pacific County	Washington
Households with Supplemental Security Income	5.6%	7.4%	4.8%
Households with cash public assistance	7.4%	3.8%	3.5%
Households with Food Stamps/SMAP benefits in the past twelve months	32.9%	23.0%	13.3%
Families and people whose income in the past 12 months is below the poverty level	24.3%	10.2%	8.0%
<ul style="list-style-type: none"> With related children under 18 years 	42.2%	21.7%	5.7%
<ul style="list-style-type: none"> With related children under 5 years only 	47.6%	14.5%	4.5%

Housing Profile

Housing Units

Over the past 30 years, there has been relatively minor growth in housing despite a decline in population. Single-family homes comprise most housing in South Bend, followed by housing with multiple units and manufactured homes/trailers.

Figure 15: South Bend housing units by number and percent of total housing units, 2018 OFM



Housing Age

Housing units in South Bend are older comparatively to those in Pacific County, especially those units built before 1939.

Table 16: Year Housing Built by Percent of all Housing Units in South Bend & Pacific County, 2017 US Census

Year Housing Unit Built	South Bend	Pacific County
Built 2014 or later	0.0%	0.4%
Built 2010 to 2013	0.0%	1.9%
Built 2000 to 2009	5.5%	12.2%
Built 1980 to 1999	16.5%	17.2%
Built 1960 to 1979	27.8%	27.1%
Built 1940 to 1959	12.9%	13.0%
Built 1939 or earlier	37.4%	16.5%

Housing Tenure

The US Census estimated there were 352 owner-occupied and 253 renter-occupied housing units in South Bend.

Table 17: Housing Tenure by Percent of all Housing Units in South Bend & Pacific County, 2017 US Census

	South Bend	Pacific County
Owner-Occupied	58.2%	76.3%
Renter-Occupied	41.8%	23.7%
Average household size for owner-occupied units	2.30	2.33
Average household size for renter-occupied units	2.40	2.43

Vacancy Rates

There is a relatively low vacancy rate for rental housing in South Bend.

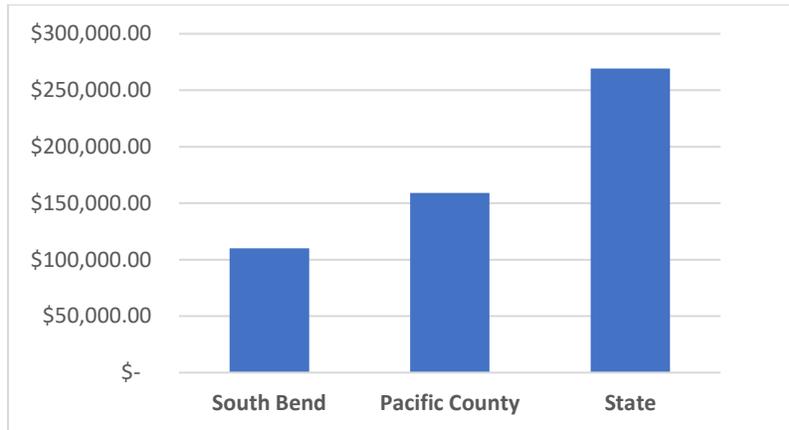
Table 18: Vacancy rates for owner- and rental-occupied housing, South Bend and Pacific County, 2017 US Census

	South Bend	Pacific County
Homeowner vacancy rate	13.1%	4.7%
Rental vacancy rate	3.7%	6.1%

Owner-Occupied Home Values, Mortgages, and Total Market Value

The value of homes occupied by their owners is two-thirds lower in South Bend compared to the surrounding county.

Figure 16: Median home value of owner-occupied units, South Bend, Pacific County, & Washington, 2017 US Census



Data from the Pacific County Assessor's Office (2018) shows the median total market value of single-family residences (Land Use Codes 11) was \$92,100.

Over half of homeowners in South Bend do not have a mortgage, and of those that do, very few carry a second mortgage or home equity loan.

Table 19: Owner-Occupied Housing Units With and Without a Mortgage, 2017 US Census

	South Bend	Pacific County
Housing units without a mortgage	59.7%	51.6%
Housing units with a mortgage	40.3%	48.4%

Housing Costs

Affordable housing for a renter and homeowner means that housing costs cannot exceed 30% of a household's income. Housing costs can include rent, mortgage payments, real estate taxes, and homeowner's insurance. For South Bend households earning the 2017 median income of \$31,010, affordable monthly housing costs should not exceed \$775. Unfortunately, many households in South Bend exceed this threshold.

Table 20: Households with Monthly Housing Costs Exceeding 30% or More of Monthly Income, 2017 US Census

	South Bend
Homeowners with a mortgage	44.5%
Homeowners without a mortgage	6.7%
Renters	48.6%

Table 21: Median gross rent, 2017 US Census

	South Bend	Pacific County	Washington
Median Gross Rent	\$533	\$703	\$1,120

Table 22: HUD 2019 Fair Market Rents for Pacific County

	Efficiency	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
Fair Market Rent	\$580	\$679	\$898	\$1,145	\$1,225

Affordability becomes a significant problem in the community for renter households that earn much less than the median income in South Bend.

Housing Assistance Programs

The Joint Pacific County Housing Authority (JPCHA) provides housing assistance programs to residents within Pacific County. The JPCHA has a local board consisting of seven commissioners; the mayors of the four cities four members, the county appoints two members, and a program recipient fills the last program. The Longview Housing Authority provides administrative support to the JPCHA.

In South Bend, the JPCHA owns the Pacific Pearl Apartments, a 15-unit public housing complex located at the corner of Broadway and Jefferson. Constructed in 2010, the complex consists of four one-bedroom, eight two-bedroom, and three three-bedroom units. The project was a partnership between the city, the Crisis Support Network, Pacific County, the State of Washington, Longview Housing Authority, and the JPCHA.

In addition, the JPCHA and the Longview Housing Authority administers a Section 8 Housing Choice Voucher Program in Pacific County. This federal program assists very low-income families, the elderly, and the disabled to afford safe and affordable housing. The program in Pacific County provides rental assistance to 72 households; 15 of these vouchers are project-based for residents living at the Pacific Pearl Apartments. The demand for a Housing Choice Voucher is considerable; currently there is a long waiting list of applicants in Pacific County wanting a voucher. The process for the JPCHA to obtain more vouchers from the US Department of Housing and Urban Development (HUD) is a highly competitive one due to limited federal funding levels.

Existing Land Uses

The development patterns of South Bend today still reflect the early origins of the city. The waterfront played a defining role for the city, serving as the commercial, industrial, and social center of the community. The uplands were the residential heart of the city, including containing most of its public and semi-public uses. As the South Bend economy changed over the years, these development patterns altered somewhat with residential growth occurring along the waterfront.

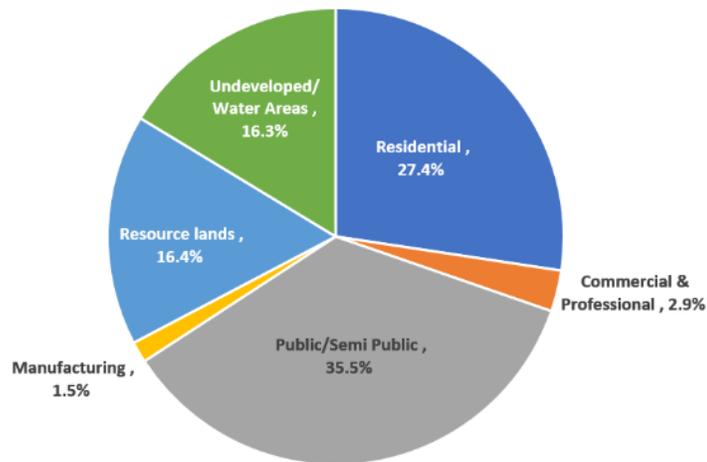
The topography of South Bend has influenced the type and extent of land uses within the city. South Bend is predominately a rural, residential community that has a large professional and service industry base associated with being the county seat. There are a limited number of retail businesses mostly located long US Highway 101. The few

existing industrial lands are on relatively small parcels interspersed within the retail/service district. Public uses that include the hospital, schools, city hall and parks, the county courthouse, and other local government buildings, intermingle with residential uses.

South Bend is like many older communities where subdivisions predate zoning ordinances. The typical lot patterns are long, narrow lots, frequently 24 feet wide and 120 feet long. People purchasing land for homes and businesses usually purchased and combined two or more lots to create a parcel that met their development needs. A common pattern is for landowners to own two or more adjacent parcels.

Based on 2018 assessment data provided by Pacific County, there are 4,824 parcels within the city categorized into 36 different land use codes covering a total land base of 873.9 acres. Excluded from this land base total are rights-of-way.

Figure 17: South Bend Land Uses, by Percent, Pacific County Assessor, 2018



Residential Land Uses

Residential uses make up the second largest at 27.4% of all land uses. The median single-family parcel size is 8,819 square feet, with nearly 75% of the parcels 6,000 square feet or larger. Riverfront parcels for single-family homes are significantly smaller, with the median parcel size of 5,421 square feet. The median parcel size for manufactured homes is slightly larger at 9,000 square feet. The median parcel size for a condominium is 6,285 square feet.

Multi-family residences of two to four units per structure rely on smaller parcels, with the median parcel size of 5,979 square feet. The two private apartment buildings consisting of five or more units range from $\frac{3}{4}$ to 2 acres in area.⁶

Table 23: Acres of Residential Land Uses, Pacific County Assessor, 2018

Residential		Acres
11	Household, single family units	219.2
12	Household, 2-4 units	1.61
13	Household, multi-units (5 or more)	2.6
14	Residential condominiums	1.4
15	Mobile home parks or courts	2.4
16	Hotels/motels	1.3
18	All other residential not elsewhere coded	10.1
19	Vacation and cabin	0.6
Total		239.21

Commercial and Service Uses

Commercial and service land uses comprise 2.9% of the developed land base in South Bend. Most of these parcels front or are within a block of US Highway 101 and the waterfront. The variation in parcel sizes within this category reflects the type of commercial/retail activities occurring on site. The smallest parcel size is around 2,500 square feet and the largest is around 31,000 square feet.

Table 24: Acres of Commercial & Services Land Uses, Pacific County Assessor, 2018

Commercial & Professional		Acres
52	Retail trade - Building materials, hardware, and farm equipment	1.3
53	Retail trade - General merchandise	0.3
54	Retail trade - Food	1.9
56	Retail trade - Apparel and accessories	0.6
58	Retail trade - Eating and drinking	1.3
59	Other retail trade	2.5
61	Finance, insurance, and real estate services	1.5
62	Personal services	0.2
63	Business services	1.3
64	Repair services	1.4
65	Professional services	1.3

⁶ The Pacific Pearl Apartment complex owned by the Joint Pacific County Housing Authority is not included in this total; it is categorized a under Land Use Code 97, exempt properties.

Commercial & Professional		Acres
66	Contract construction services	0.4
67	Governmental services	0.3
69	Miscellaneous services	11.1
Total		25.4

Public and Semi-Public Land Uses

Public and semi-public uses are a broad range of governmental, education, and community services uses owned either publicly or by nonprofit organizations. Examples include properties owned by city, county, and state government; school, hospital, and other special use districts; and churches. While these properties are often exempt from property taxes, they are major employers in the community. They also comprise the single largest land use in the city.

Table 25: Acres of Public & Semi-Public Land Uses, Pacific County Assessor, 2018

Public and Semi-Public Land Uses		Acres
72	Public assembly	0.5
74	Recreational activities	0.6
75	Resorts and group camps	0.2
97	Exempt property	309
Total		310.3

Manufacturing Land Uses

While manufacturing land uses cover a relatively small portion of South Bend's land base, they constitute major employment centers in the community. Of the property owners under this classification, the Coast Seafood plant along the Willapa River is the largest manufacturer covering 2.1 acres.

Table 26: Acres of Manufacturing Land Uses, Pacific County Assessor, 2018

Manufacturing		Acres
21	Food and kindred products	2.1
24	Lumber and wood	4.0
34	Fabricated metal products	0.9
39	Miscellaneous manufacturing	6.0
Total		13.0

Utilities and Communications Land Uses

There is one owner within this category, PTI Communications.

Table 27: Acres of Utilities & Communications Land Uses, Pacific County Assessor, 2018

Transportation, Communication, and Utilities		Acres
47	Communication	0.3
Total		0.3

Resource Land Uses

The city has many parcels serving forestry, fishing, and agriculture uses. Natural resource lands within the city are not designated natural resource lands of long-term commercial significance under the Growth Management Act.

Table 28: Acres of Resource Land Uses, Pacific County Assessor, 2018

Resource Production and Extraction		Acres
81	Agriculture (not classified under Current Use law)	4.7
84	Fishing activities and related services	3.5
88	Designated forest land under RCW 84.33	134.7
Total		142.9

Undeveloped Areas

This category includes undeveloped land, utility buildings associated with a residential structure, and water areas. Some of these lots likely are not available for development; owners may consider them as part of their yard, some have no access to streets and city utilities, and others may contain critical areas constraints. The median size for undeveloped parcels is 10,488 square feet.

Table 29: Acres of Undeveloped Land, Pacific County Assessor, 2018

Undeveloped Land and Water Areas		Acres
91	Undeveloped land	132.6
93	Water areas	10.1
Total		142.7

Land Demand and Supply for Future Growth

A land demand analysis estimates the amount of buildable land the city of South Bend will need to accommodate its future population growth over the twenty-year planning period. This process compares the existing supply of developable land within the city to

determine if expansion beyond the current boundaries is necessary. The analysis examines all land uses: residential, commercial, industrial, public, and semi-public uses.

South Bend currently has a large supply of undeveloped land consisting of individual lots platted long ago as well as larger acreage. However, it is important to note that not all of this land may be readily developable; there a variety of limitations can affect this supply, which may include critical area and buffer requirements, landowners' unwillingness to sell, prohibitive development costs due to terrain or proximity to infrastructure, and lack of market appeal. In addition, land that may be undeveloped is not necessarily vacant; many landowners prefer to retain these properties as personal open space or plan a future use of their own.

Residential Land Demand

The city will experience only modest residential growth over the 20-year planning period given current population projects. Table 30 estimates the number of dwelling units based on the low, medium, and high population projections discussed on page 55 and the 2017 average household size of 2.31 people per household.

Table 30: Land Area Required to Accommodate Future Single-Family Residential Growth by 2040

Population Projection	Dwelling Units	Gross Acres Needed
High Series	68	20.4 acres
Medium Series	20	4.5 acres
Low Series	NA	NA

Estimating future housing needs for South Bend can be difficult given its small size, compounded by changing local economic conditions, social perceptions, and demographic trends, especially as single-family housing construction costs continue to rise.

These trends could place greater emphasis on the construction of multi-family rental and condominium properties along the riverfront, resulting in denser development patterns that requires less land base. There is also the likely trend that the number of people per household will decline, thus requiring smaller dwelling units. Finally, South Bend's proximity of Raymond can complicate the projection; both communities potentially could draw future residents from one another.

If future development occurs in an infill pattern, the city has an adequate supply of land for residential development within the city to accommodate the need for single- and multi-family housing units. Based on County Assessor data, land that is undeveloped or in natural resource production could accommodate current future residential needs in the city. It will be critical to audit development patterns on an annual basis to adjust the projection if unexpected growth occurs.

However, the city may experience trouble accommodating residential development requiring five or more acres due to a lack of larger developable parcels within the current city limits. The advantage of larger residential developments is its affordability to homebuyers; a single builder constructing multiple housing units can reduce costs through economies of scale.

There are six parcels of designated forest land along the southeastern boundary of the city in the vicinity of Smith Greenhouse Road that would be the optimum choice for extending the urban growth area in the future if a larger scale development becomes likely. Expansion of urban services to this area is possible if capacity is available at the time of need. However, because any one of these parcels would more than satisfy unanticipated future growth, attempting to designate which one is difficult in the absence of landowner interest.

Retail, Commercial, and Professional Services

Future land demand for greater retail, commercial, and professional services is equally difficult to predict given the health of the local and regional economy.

Riverfront properties north of US Highway 101 may face increasing environmental restrictions as well as bank erosion.⁷ Any existing structures extending beyond the ordinary high water mark that require extensive maintenance or seek expansion will face stricter state and federal regulations aimed at eliminating these historic practices. Also, the City Waterfront Environment designation in the Shoreline Master Program now gives water-oriented development priority over non-water development.

Eventually, there will be a need to offset this potential loss of buildable lands for retail, commercial, and professional service space. Because the City of Raymond abuts the city's eastern boundary and expansion along the western boundary has significant critical area constraints, the city may need to consider reclassifying land within its current boundaries.

Industrial Uses

Industry in South Bend is small-scale and primarily associated with seafood processing. Processors use relatively small areas, 2 ½ to 3 ½ acres with access to the waterfront. Other small-scale industrial activities within the city include wood products manufacturing, machine shops, and equipment repair. These small industrial activities are unsegregated from other commercial and residential uses in the community.

Small-scale industrial enterprises probably will continue to develop within the South Bend area. There is ample acreage to accommodate this growth in the area, although not specifically in South Bend. The Port of Willapa Harbor has two industrial sites in the

⁷ Studies for the Washington Coast suggest that geologic lift will counter sea level rise.

adjacent City of Raymond; the Dick Taylor Industrial Park and the Stan Hatfield South Fork Industrial Park. In addition, the City of Raymond has significant acreage of property under Weyerhaeuser ownership zoned industrial that presently remains undeveloped. Each facility has adequate access to urban services.

The Dick Taylor Industrial Park is on a 30-acre parcel located just beyond the city limits of South Bend in Raymond. Currently, tenants have developed 10 acres onsite; the Port intends to expand facilities soon that will include a 5,000 to 10,000 square foot building.

The Stan Hatfield South Fork Industrial Park is a 30-acre former sawmill site. The park is a mixed-use site with a variety of heavy commercial, services, and retail tenants. In addition to a functional sawmill with associated facilities, the park has 14 acres of land available for development.

Currently there is a surplus of industrial property within the surrounding region adequate for addressing future demand for industrial land.

Urban Growth Area

The Growth Management Act requires each county to designate urban growth areas. According to Washington Administrative Code 365-196-310 (2) (b) and (c), each city located in a county shall be included within an urban growth area (UGA), which may include one or more cities, and adjacent territory beyond the city limits if it is already characterized by urban growth.⁸

The current South Bend UGA designated by Pacific County mirrors the current city limits. While the City of South Bend will not need to expand its boundaries to accommodate future growth over the 20-year planning period, it should petition the county to include the Eklund Park area and the South Bend Mobile and RV Park within the South Bend UGA. Both areas are characteristic of urban development within the city and receive urban services from the city. The eventual annexation of these two areas into city is consistent with the Growth Management Act.

⁸ "Urban growth" refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources rural uses, rural development, and natural resource lands designated pursuant to RCW [36.70A.170](#).

Figure 18: Eklund Park Urban Growth Area

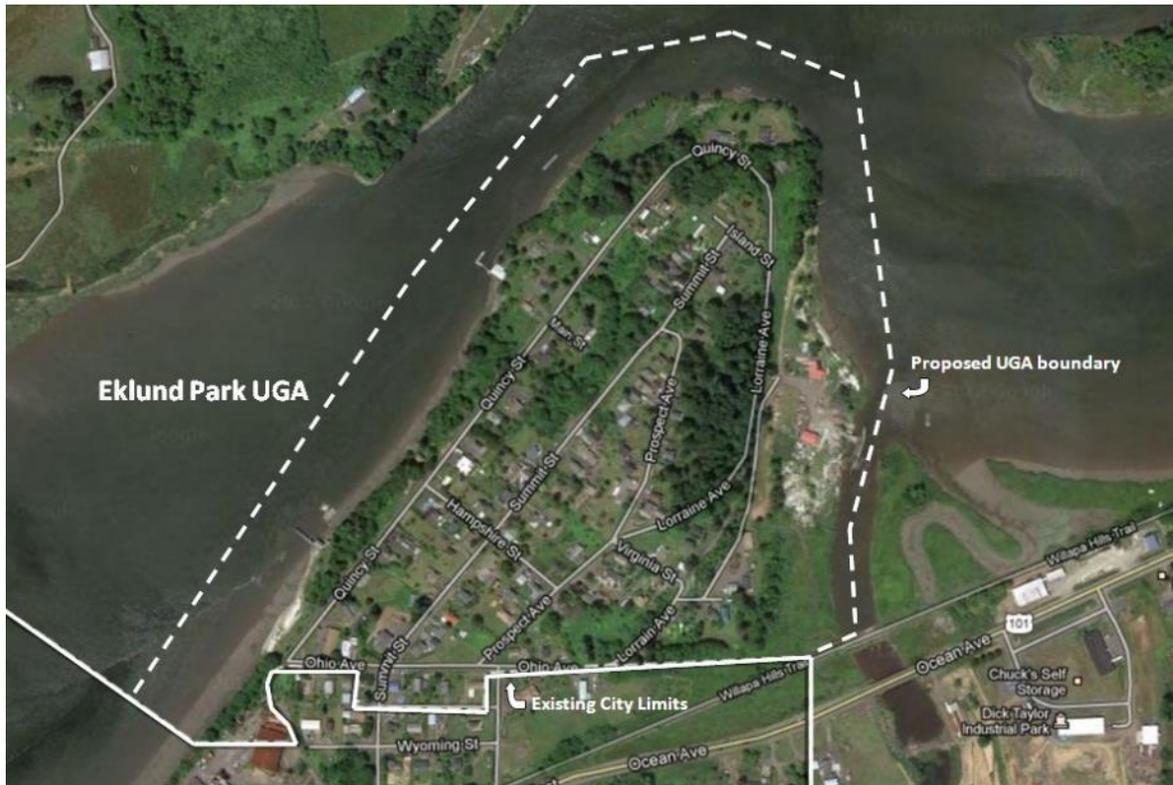


Figure 19: South Bend Mobile and RV Park Urban Growth Area



The Eklund Park area covers approximately 80 acres. The 2010 US Census indicates that there are 170 people residing in 82 housing units, an urban density comparable to residential areas within South Bend. The 2010 Pacific County Comprehensive Plan states that there is enough vacant land in Eklund Park to accommodate another 20 to 25 homes. Eklund Park property owners benefit from city water and sewer services. The South Bend Mobile and RV Park is south of 4th Street, between Central and Willapa Avenues. About one-half of the park, approximately 1.1 acres, lies outside the city limits. The park receives city services.

City Facilities and Services

City Hall and Maintenance Shops

The South Bend City hall is located near the central business district at 1102 West First Street. City Hall contains the administrative offices of the City Clerk/Treasurer, the Police Department, Public Works, Municipal Court, and the Council Chambers. The building, constructed in 2004, is in excellent condition.

The Public Work Department has its main city maintenance shop facilities located at Third and Willapa. The building is in good shape but needs energy upgrades to reduce heating and lighting costs. A second, older steel building used for material storage is on the corner of Willapa Avenue and Second Street.

Law Enforcement

The City of South Bend Police Department provides law enforcement within the city limits. Staffing includes four commissioned officers and two civilian employees. Current staffing levels do not allow for 24-hour police protection. The department maintains a fleet of five patrol cars. The city contracts with the Pacific County Sheriff's Office for jail services. Pacific County Communications, a division of the Sheriff's Office, serves as the primary answering point for all 911 calls and dispatch services within the City of South Bend.

The City of South Bend has the distinction of being a very safe community to live in. The most recent data provided through the Washington State Uniform Crime Reporting Program reports that South Bend experienced 21 crimes in 2017, the lowest of any reporting jurisdiction in Pacific County.

Solid Waste

The City of South Bend contracts with Lemay Grays Harbor, a Waste Management subsidiary, for weekly pickup of residential and commercial municipal solid waste (MSW). In addition to MSW collection, LeMay Grays Harbor provides recycling for residential and commercial accounts. There also are recycling boxes located at the

corner of US 101 and Summit Street. The city currently has 110 commercial and 807 residential accounts.

LeMay Grays Harbor disposes of collected wastes at the Waste Management Royal Heights Transfer Station located along SR 105 five miles northwest of Raymond. The Royal Heights Transfer Station transfers collected wastes by truck to the Waste Connections-owned Wasco County Landfill located south of The Dalles, Oregon.

Fire Protection Services

The City of South Bend Fire Department consists of two part-time staff, a chief, assistant chief, and around 30 volunteer firefighters. Fire District #8 contracts with the South Bend Fire Department to provide fire protection services to rural properties located to the south and west of the city limits, including Eklund Park.

The South Bend Fire Department also has a fire protection rating of 4 within the city limits and a rating of 5 in the remainder of Fire District, #8 according to Washington State Rating Bureau (WSRB). These ratings are quite an achievement for a volunteer department. The WSRB Public Protection Department evaluates fire protection capabilities of cities and fire protection districts to determine community Protection Classes. The Public Protection Department also evaluates the effectiveness of building code enforcement of cities and counties to determine Building Code Effectiveness Grading (BCEG) classifications. WSRB provides municipal authorities, such as fire, water, and building departments, with information and advice concerning factors which can affect property insurance rating.

The Pacific County Sheriff's Office provides dispatch services. The city has mutual aid agreements with the City of Raymond and other neighboring fire districts.

The city has two fire halls constructed in 2005 and 2006. One is behind City Hall on Willapa Avenue and the second one is just north of the intersection for First and Madison Streets, across from the school. The Willapa Avenue fire hall contains the department's administrative office and training rooms. The two fire halls house the department's four engines, rescue vehicle, and firefighting equipment. The department is in process of purchasing a tender with the help of public works in 2019.

The Fire Department currently has adequate staffing and equipment to meet the needs of growth over the next 20 years.

Water System

The City of South Bend owns and operates a Group "A" municipal water supply system under the Washington State Department of Health (DOH) Identification Number of 81500Y. The city's Water System Plan (WSP) was last approved by DOH in July 2014.

The system relies on two surface water sources in unincorporated Pacific County for supply: Martin Creek and Electric Light Creek. The combined capacity of both sources provides the city with approximately 550 gallons per minute, except during unusually dry years in the summer. The watersheds providing the water supply lie north of the Willapa River in forestland of long-term commercial significance. The city, the State of Washington, and private companies own land within the watershed drainage area.

The city also shares an intertie with the City of Raymond water system that can provide water to South Bend in emergencies. The South Bend-Raymond intertie was upgraded in 2015 and can provide up to 600 gallons per minute during those times periods when supplemental water is needed. The combination of South Bend's surface water supply and the intertie provide sufficient supply to serve South Bend's demands through 2034. However, South Bend does not intend to rely on the intertie with Raymond for its demand and has begun the process to access its additional water rights from Fliess Creek to supplement the city's demands. Fliess Creek once provided source water to the City of South Bend and the city has water rights totaling 790 gpm from this source, which even in times of low flow should supply sufficient quantity to supply South Bend's demand.

Surface water collected at Martin and Electric Creeks undergoes filtration at the city's water treatment plant (WTP) located along Airport Road. The WTP has a design capacity of treating up to 675 gallons per minute; however, the WTP operator's experience has shown that 600 gpm is optimal. Raw water flows from a raw water basin to two microfiltration units, then treated with sodium hypochlorite before entering a 39,000 gallon clear well. Pumps then force finish water into the distribution system at a maximum capacity of 800 gallons per minute. A WTP upgrade is currently underway and should be completed in 2020. The upgrade includes replacing the city's existing filter membranes in the two original filtration skids with new continuous micro-filtration, low pressure membranes and the installation of a third membrane filtration skid. This will increase the WTP capacity to 900 gpm. Additionally, the upgrade will include an additional raw water pump, new finished water pumps, and an emergency generator.

The water system has four steel reservoirs with an effective storage capacity of 2.6 million gallons. There are two reservoirs located at the head of Smith Greenhouse Road and another two along Rixon Road; both locations are outside the city limits. The city constructed three of the reservoirs in 2009. Depending on water consumption by future industrial uses, the Water System Plan Amendment projects that the city will meet standards for storage capacity until 2026. Currently, average day demand is around 275,000 gallons per day. The city has residential, commercial, industrial, and institutional customers.

The distribution system consists of approximately 26 miles of pipe. A 12-inch transmission line from the water treatment plant crosses the Willapa River at the Narrows in Eklund Park and branches out to remaining system. A majority of the distribution system

consists of PVC pipe installed during the 1980s. Approximately 33% of the system consists of asbestos cement (AC) that is in need of replacement. The remaining distribution lines consist of ductile and cast iron, small diameter galvanized steel and steel pipe. The system is gravity fed except for one elevated area at the end of B Street, where a centrifugal pump is necessary to serve approximately 10 homes. Any future development in this area likely will require system upgrades to maintain adequate flow. The Water System Plan indicates that the distribution system meets the state's fire flow requirements.

The city has been making significant progress on addressing deficiencies in the system since approval of the Water System Plan and the Amendments. These include removal of the old 5-million gallon lined impoundment and replacing it with three glass-lined steel reservoirs as well as a number of small diameter water line replacements. Table 31 shows the recommended capital facilities projects that have not been completed from the Water System Plan.

Sewage Collection and Treatment System

The City of South Bend entered into an intergovernmental agreement with the City of Raymond in 2008 to construct and treat wastewater at a regional facility located in Raymond. Completion of the new facility cost \$30 million and went on-line at the beginning of 2013. South Bend's share of the project was \$13.13 million. The new regional wastewater treatment facility (WWTF) meets all secondary treatment standards, effluent toxicity limits, and new water quality-based permit limits.

The Regional WWTF design is a conventional activated sludge system that includes influent flow monitoring, headworks with screening, grit chamber, two secondary clarifiers, UV disinfection facility, solids handling and treatment, and a control building with office and laboratory space. The Regional WWTF is capable of treating the projected flows of both communities until at least 2027.

The city's sewage collection system serves approximately 850 residential, commercial, and industrial connections and consists of approximately 52,000 linear feet of sewers and three pump stations. Pump Station No. 1 serves the west end of the city and has two pumps each rated at 370 gallons per minute (GPM) each or 0.53 million gallons per day (MGD). Pump Station No. 2 serves the central and eastern area of the city has two pumps each rated at 780 GPM or 1.12 MGD. All wastewater collected in the city then enters Pump Station No. 3 at the eastern area of the city, which pumps it to the Regional Wastewater Treatment Facility in Raymond by way of the 14-inch, two mile South Bend Transmission Line. The average maximum monthly flow of wastewater collected through the system is 0.862 MGD.

The City of South Bend decommissioned its sewage treatment lagoon in 2012 when the Regional WWTF went on-line.

Pacific County operates the Eklund Park Sanitary Sewer Utility in Eklund Park. The system connects to the city's collection system via a pump station. The city operates and maintains the utility, including billing services, through an interlocal agreement. The county completed the system in 1997.

Stormwater System

Stormwater conveyance within the city relies on a system of storm sewers, roadside ditches, and culverts. Stormwater flows into the system from the higher elevations and discharges into the Willapa River at seven outfalls. Five of the outfalls have tide gates to prevent inflow from the river during high tides and flood events. The remaining two outfalls that discharge into the river below the water surface do not have tide gates.

The stormwater system experiences difficulty draining the east end of the city during high rainfall events accompanied by high tides and flood events

The city currently is not planning any additional major improvements to the stormwater system.

Transportation System

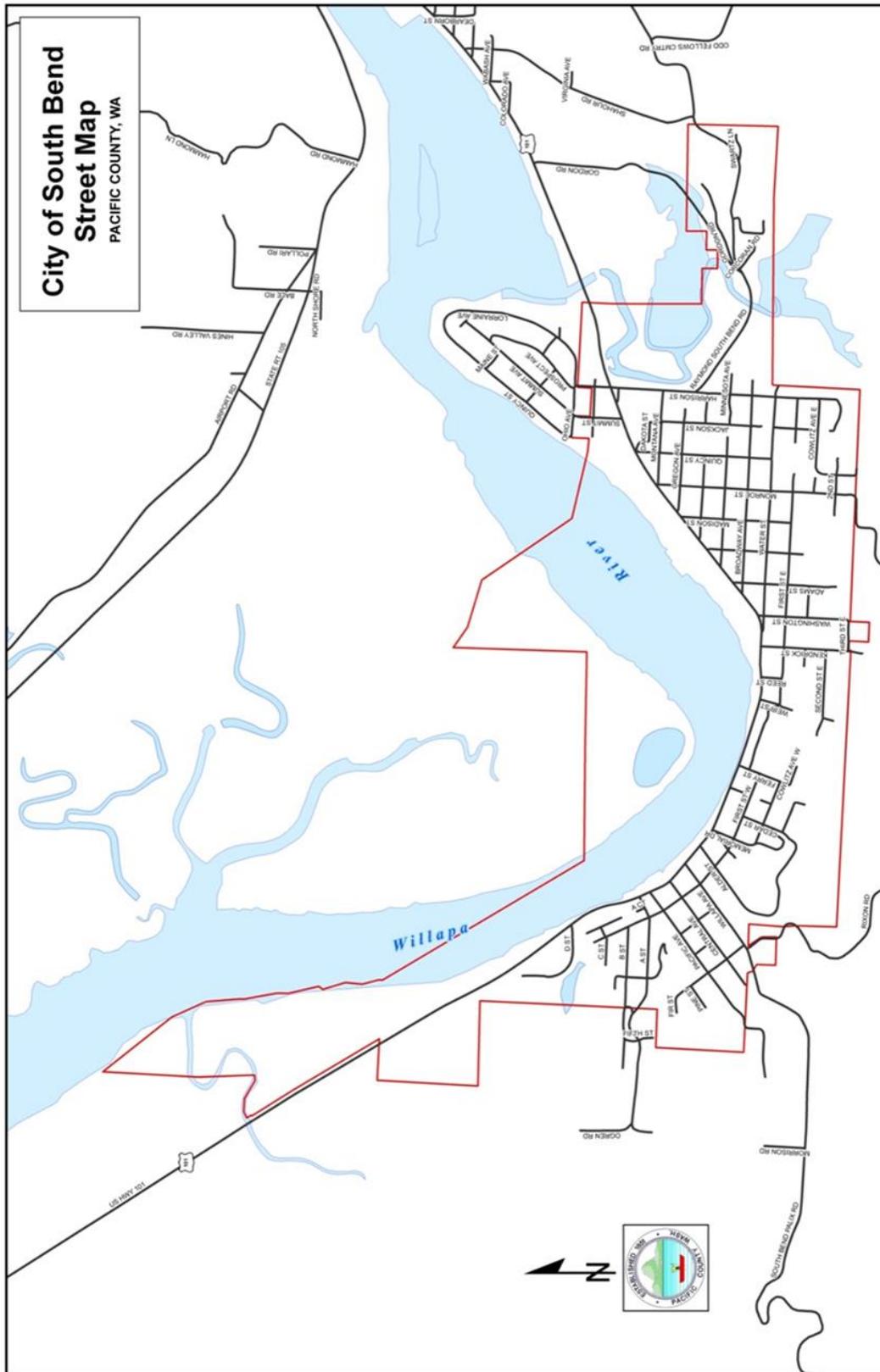
City Streets

The city maintains a street system consisting of arterial, collectors, and local streets. While overall traffic in the city is light, designated arterials carry the highest traffic volumes within the city by serving neighborhoods areas and major community facilities. Collectors carry lesser traffic volumes than arterials and funnel traffic from smaller local streets to the arterials.

Figure 20: City of South Bend designated arterials and collectors

Arterials	US Highway 101, First Street
Major Collectors	Alder Street, Broadway Avenue, Cedar Street, Central Avenue, Ferry Street, Harrison Street, Memorial Drive, Monroe Street, Prospect Avenue, Summit Avenue, Water Street, Willapa Avenue
Minor Collectors	Jefferson Street, Kendrick Street, Madison Street, Quincy Street

Figure 21: City of South Bend Street Map



The street system in South Bend evolved early in its history and reflects a standard grid pattern. Street rights-of-way are typically 65 or 80 feet in width. All streets have two lanes and major intersections rely on stop signs for traffic control. While all city arterials and collectors have a hard surface, some local streets are not. Impervious road surfaces are primarily asphalt with a smaller number consisting of concrete. Sidewalks exist primarily along First and Monroe Streets, with a few short sections along Jefferson, Ferry, Memorial, and Willapa. The city pays Public Utility District #2 (PUD#2) to provide streetlights on its electrical poles within city rights-of-ways.

The city has identified a series of street improvements through its Six-Year Transportation Improvement Plan. The focus of these improvements is to upgrade and widen existing streets, add sidewalks and storm drainage or resurface existing surfaces with hot mix asphalt. The city anticipates using local and state funding when available to construct these projects.

Pacific County Roads

Within the city limits, Pacific County maintains the Raymond/South Bend and the South Bend/Palix Roads.

US Highway 101

US Highway 101 is a major north-south US highway that runs through the states of California, Oregon, and enters Washington across the Columbia River via the Astoria-Megler Bridge. US 101/Robert Bush Drive plays a significant role for city and regional residents, as well as tourists, as the primary arterial providing access to many commercial and public services.

The State of Washington designates US 101 as a Highway of Statewide Significance and as an “other principal arterial.” This functional classification allows abutting land uses direct access. WSDOT maintains a level of service standard (LOS) C for state highways.

US Highway 101 also is a designated Washington State Scenic Byway known as the Pacific Coast Scenic Byway. WSDOT prepared a US 101 Corridor Master Plan in 1997 that provides guidance for managing the highway right-of-way. The intent of the scenic byway program is to promote tourism along the highway by protecting key resources and establish corridor management standards.

Road management and maintenance is the responsibility of the Washington State Department of Transportation (WSDOT). The highway is an important asset to South Bend's economy by being the center of its business and manufacturing district.

WSDOT collects data on the average daily traffic (ADT) volumes for US Highway 101. These counts show that traffic volumes have been increasing on US Highway 101

coming into South Bend from the east but drops substantially as the route continues west.

Despite a low growth rate in the city, the increase in ADTs likely reflect in-town trips by residents and travelers from the east accessing or working at regional public facilities located in South Bend. These include the Pacific County Courthouse and related administrative offices, the Willapa Harbor Hospital Campus, and the South Bend School District. Workers at Coast Seafoods, one of the area's larger private employers, also contributes to the increase trips. Lastly, US 101 is key for residents accessing commercial activities in South Bend and Raymond.

Figure 22: US Highway 101 Average Daily Traffic Counts, 2010 & 2018, WSDOT

Milepost	Location	Average Daily Traffic Counts		Increase from 2010 to 2018
		2010	2018	Percent
052.51	At Potter Slough Bridge	3,100	3,500	12.9%
053.96	At Willapa Avenue	4,400	5,400	22.7%
054.09	At Memorial Drive	6,400	7,200	12.5%
055.78	At Skidmore Slough bridge	7,800	8,100	3.8%

WSDOT is planning to resurface deteriorating pavement project on US 101 from Niawiakum River Bridge to Franklin Street in Raymond. This project will entail an asphalt grind and inlay to extend the life of existing pavement. WSDOT has scheduled the project to take place in 2023.

The 2045 Regional Transportation Plan prepared by the Cowlitz-Wahkiakum Council of Governments for the Southwest Washington Regional Transportation Planning Organization lists a conceptual transportation project that will study an alternative route on US 101 around the City of South Bend. Currently there is no funding source for this project.

Given the modest growth rate projected for the city over the next 20 years, the residential growth in the city will not significantly impact the level of service standard for US 101. At the conclusion of the 20-year planning period for the plan, an anticipated growth of 36 people would generate an additional 121 trips per day within the entire city.⁹ If infill development patterns continue, this growth will access US 101 at dispersed intersections. Countywide growth patterns, especially in the north county area, likely will follow a similar population trend as South Bend.

More difficult to gauge will be the impact of future commercial development along the US 101 corridor in the city, which is highly dependent on the health of the local,

⁹ The 2017 National Household Travel Survey estimates each person generates an average of 3.37 trips per day.

regional, and state economies. The growth of tourism passing through South Bend to the Ocean Beaches along the Long Beach Peninsula could add congestion to US 101, especially if there is an increase in commercial services meeting traveler needs. Ensuring safe ingress and egress to these properties will be important. In the future, WSDOT may need to consider traffic control options to ensure the safe flow of traffic along and onto US 101.

Traffic Safety

WSDOT collates crash data for all roads within the city limits. Generally, the largest percentage of crashes occur on US 101.

Figure 23: WSDOT Safety Data for City Streets & US 101

Location	2019	2018	2017	2016	2015
Total crashes – all roads	7	9	10	10	10
Total crashes – US 101 only	4	3	6	6	7
Crashes involving pedestrians & bicyclists	0	0	0	0	0
Crashes involving heavy trucks	1	1	1	1	0

Public Transportation

Pacific Transit System provides regular bus service that connects South Bend with other Pacific County destinations, including intermodal connections at Aberdeen and Astoria. Service to Naselle connects with Wahkiakum on the Move, which provides access to Cathlamet, Longview, and Kelso. The system also provides an ADA Dial-A-Ride transit service for certified ADA customers and seniors 65 years and older.

The system is a Public Transit Benefit Area formed in 1980 and locally funded by a 0.3% sales tax. The city provides a representative to the eight-person board of directors.

Marine Transportation

Willapa Bay and the Willapa River provide vessel access to natural resources industries within Pacific County. Docks within South Bend are very important for serving the fishing and shellfish industries. There are approximately 21 commercial fishing vessels registering South Bend as their hailing port. The City of South Bend owns two public dock facilities primarily serving recreational boating while another eight docks are under private ownership that serve commercial and recreational vessels.

The River and Harbor Act of 1916 establishes a navigation route that connects South Bend to the Pacific Ocean. The Act provides for:

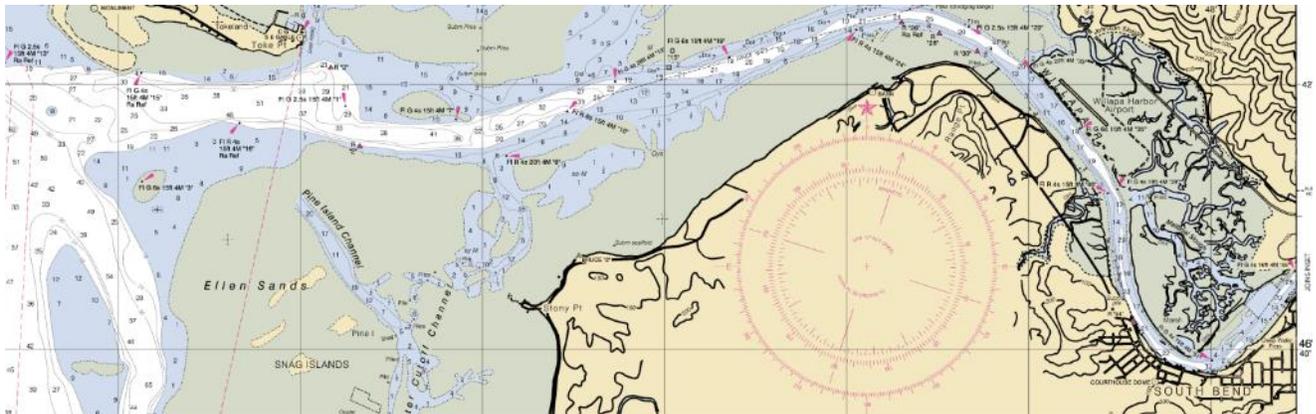
1. A channel over the bar at the mouth of Willapa Bay that is to be 26 feet wide and at least 500 feet wide

2. A channel that is to be 24 feet deep and 200 feet wide that begins in deep water in Willapa Bay and continues to the base of Ferry Street in South Bend
3. Channels to Raymond that continue up the South and North Forks of the Willapa River

Due to upstream silt accumulation, frequent dredging around docks is necessary to maintain adequate depths for vessels. The channel itself requires periodic dredging to maintain navigation. The Dredged Material Management Program, managed by the Washington Departments of Natural Resources and Ecology, the US Environmental Protection Agency, and the US Army Corps of Engineers, oversees the safe disposal of dredged materials taken from within South Bend's jurisdiction.

A long-range project in the 2045 Regional Transportation Plan proposes to investigate, if funding becomes available, a seasonal ferry service that would connect Nahcotta, Tokeland, and South Bend. The proposed route is part of the Pacific County Trail-Route Plan.

Figure 24: Selection of Willapa River and Mouth, NOAA Chart 18504



Airport

The Willapa Harbor Airport lies across the river along SR 105 five miles west of Raymond. The airport has a paved, 3,000 feet long, 52 feet wide runway. Facilities at the site include three hangars and a pilot ready room. The airport receives water from the City of South Bend (no fire capacity), uses on-site sewage disposal, and has power from Pacific County PUD#2.

Utilities

Utilities in South Bend include electricity and telecommunications.

Electrical Power Supply

The Pacific County Public Utility District No. 2 (PUD #2) is a community-owned utility that provides electrical service to all homes and businesses in the City of South Bend. The boundary of the PUD#2 includes most of Pacific County except for small areas in its northwest and eastern sections. All power sold by PUD#2 is purchased from the Bonneville Power Administration.

PUD#2 owns and operates eight substations within its district. The substations serving the City of South Bend and surrounding area are the Willapa River and Skidmore substations. Both substations locations are along the old South Bend/Raymond Road just east of Harrison Avenue. The Willapa River substation is the larger of the two and supplies power to the Skidmore substation. The Willapa River substation reduces the transmission voltage from 115 kilovolt (kV) to 12.47 kV and then feeds the Skidmore substation 250 feet away via a 12.47 kV line. The Skidmore Substation has 15, 20, and 25 MVA capacity and distributes power through six feeder lines to the City of South Bend and the surrounding area.

PUD#2 distributes electricity to South Bend customers through a series of above- and underground lines that it owns and maintains. The utility continues to convert aboveground lines to underground ones to increase system reliability when cost-effective.

The utility anticipates no difficulties in meeting the future demand for power in South Bend during the 20-year planning period and plans no major capital improvements over the next six years.

Communications

Landline telephone service in the City of South Bend is available through CenturyTel of Washington and digital service is available through Comcast of Washington. Wireless telephone service providers include AT&T, Verizon, Sprint, Nextel, and US Cellular. Currently, the nearest cell towers serving the city are approximately two miles north on Holy Cross Hill in unincorporated Pacific County. The Washington State Department of Utilities and Transportation regulates landline service.

There are no anticipated barriers to telephone service meeting growth needs over the 20-year planning period.

Television and Internet Service

Television service is available to residents in South Bend by cable and satellite. Internet is available through cable and both landline and wireless telephone services.

Urban Services Provided by Special Use Districts

South Bend School District

The South Bend School District #118 provides public education for pre-school through Grade 12 students. The school district boundaries draw its student body from the City of South Bend, a small section of Raymond to the east and the unincorporated areas from Willapa Bay to the west and north of Nemah Junction to the south.

The Office of the Superintendent of Public Instruction reports the 2018 enrollment for the district at 608 students. Enrollment has increased by 11.8% in the past five years, with the largest increase at the junior/senior high school level.

Figure 25: Aerial of South Bend School District Facilities



Table 31: South Bend School District Enrollment, 2013 and 2018, OSPI

Grade	2013 Students	2018 Students
Pre-Kindergarten	10	6
Kindergarten	50	38
Elementary (1-6)	258	250
Junior High School (7-8)	74	109
Senior High School (9-12)	152	205
Total	544	608

A higher percentage of students in the South Bend School District are eligible to receive free or reduced lunch programs than the state average. There is also a high percentage of transitional bilingual, special education, and Hispanic students. While the total per pupil revenue is considerably higher than the state average conversely, the local tax revenue per pupil is about 60%.

Table 32: Comparative Student Profile, South Bend SD and Washington State, 2018, OSPI

Student Demographic	District	Washington
English learners	17.8%	11.5%
Low income	62.6%	42.4%
Students with disabilities	14.0%	14.1%
Migrant	1.5%	1.8%
Graduation rate (2017 class)	93.6%	79.3%
Free/Reduced Lunch	73.2%	42.3%

District educational facilities include the Chauncey Davis Elementary School and the South Bend Junior/Senior High School. Other school district facilities include a gymnasium, athletic field, bus garage, district administrative office, vocational occupations, special education, and an early learning center.

The school district has upgraded the junior/senior high school building and is now constructing a new elementary school. The current capacities of both schools can accommodate future growth during the 20-year planning period.

Health Care Services

Pacific County Public Health District #2 operates Willapa Harbor Hospital within the City of South Bend. The hospital has 26 licensed beds, a medical clinic, a surgical unit, and an emergency room. The hospital reported in 2010 427 admissions for a total of 1,181 patient days. Medicare patients comprised 75% of all admissions while 7.5% of patients were Medicaid payees.

The North Pacific County Emergency Medical Services District 1, headquartered out of the Raymond Fire Department, provides emergency medical services to South Bend residents.

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 3.1, page 8
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 3.1, page 8
1.3	The designated urban growth areas should adequately accommodate the projected growth and development for the next 20 years.	Goal 3.1, page 8
1.4	Publicly owned greenbelts and open space areas within urban growth areas should be preserved.	Goal 3.6, page 14
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 3.6, page 14

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 3.1, page 8, analysis page 73
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 3.1, page 8, analysis page 73
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 3.1, page 8, analysis page 73

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 7.1, page 27
3.2	Transportation development and improvements should be concurrent with future commercial, residential and other land use development.	Goal 7.1, page 27
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 7.1, page 27, analysis page 79
3.4	County-wide transportation facility standards should be established by the county.	Goal 7.6, page 30
3.5	A County-wide transportation needs assessment should be an element of the six-year transportation plan.	Goal 7.5, page 29
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 7.3, page 28
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 7.1, page 26
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 7.5, page 30
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 5.5, page 24
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 7.5, page 30

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 4.1, page 17
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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, page 17
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.	Inventory, page 62
4.4	The County should prepare an inventory and analysis of existing and projected housing.	Inventory, page 62
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 3.1, page 8; Goal 4.1, page 17; Inventory, page 70
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 8.4, page 32
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 8.4, page 32
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 8.4, page 32
5.4	Annexation of territory beyond a municipality's urban growth area is prohibited.	Goal 3.5, page 14
5.5	Unincorporated areas that are already urbanized are encouraged to annex or incorporate.	Goal 3.5, page 14

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 3.3, page 11
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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.	Inventory, page 74
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7.2	Public facilities and services should be planned to maximize efficiency and cost effectiveness.	Goal 5.1, page 19
7.3	The County should site capital facilities in a manner that is consistent with the comprehensive plan.	Goal 5.4, page 24
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, page 24

Policy #8 - Inventory 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, page 23
8.2	The financial impact of new development on capital facilities and services should be considered during the development application process.	Goal 5.1, page 19
8.3	The developer should pay for the services, utilities, and facilities, which are necessary for self-contained developments.	Goal 5.3, page 23
8.4	Local residents should not pay an unfair share of the cost of growth-related impacts and resulting public improvements.	Goal 5.3, page 23
8.5	The desirability of imposing impact fees should be explored.	Not applicable

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 Checklist

<p>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</p>		
<p>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</p>	<p><input type="checkbox"/> Consistency with countywide planning policies</p> <p><input type="checkbox"/> Consistency with multicounty planning policies, where applicable</p>	<p>Appendix A provides a crosswalk of CWPP with applicable plan elements, page</p>
<p>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)</p> <p>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).</p>	<p><input type="checkbox"/> Land use map</p>	<p>Figure 1, page 9</p> <p>The city's UGA does not extend beyond city limits</p>
<p>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.</p> <p>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)</p> <p>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)</p>	<p><input type="checkbox"/> Population projection uses latest forecast</p>	<p>Goal 3.1, page 8 Inventory page 54</p>
<p>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)</p> <p>By definition, urban growth areas all incorporated lands in cities and town, and unincorporated urban growth areas</p>	<p><input type="checkbox"/> UGA review (required every 8 years)</p>	<p>Goal 3.1, page 8 Inventory pages 54 & 72</p>

<p>designated by a county. A review should be completed 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.</p> <p>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).</p>		Goal 8.3, page 32
<p>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 <i>Buildable Lands Program Guidelines</i> includes a list of measures.</p>	<input type="checkbox"/> Reasonable measures adopted if needed	Inventory page 69
<p>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)</p>	<input type="checkbox"/> Planning for physical activity	Policy 5.5.4, page 24 Policy 7.2.6, page 28 Policy 7.2.11, page 28
<p>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</p> <p>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</p>	<input type="checkbox"/> Public use lands <input type="checkbox"/> List of acquisitions	Policy 5.1.1, page 19 Goal 5.4, page 24 Policy 6.1.1, page 25
<p>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</p>	<input type="checkbox"/> Open space corridors	Goal 3.6, page 14 Policy 5.5.4, page 24
<p>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 adjacent to general aviation airports. RCW 36.70.547 and WAC 365-196-455</p>	<input type="checkbox"/> No incompatible uses near airports	Not applicable

<p>See www.wsdot.wa.gov/aviation/Planning/default for guidance.</p> <p>Any planning adjacent to or within the “imaginary surface” areas of general aviation airports must consult with the Aviation Division of WSDOT.</p>	<input type="checkbox"/> WSDOT notified	
<p>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</p> <p>See Map of U.S. bases to help make determination of applicability.</p> <p>If applicable, inform the commander of the base regarding amendments to the comprehensive plan and development regulations on lands adjacent to the base.</p>	<input type="checkbox"/> No incompatible uses near US DoD bases <input type="checkbox"/> Base commander notified	<p>Not applicable</p>
<p>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.</p> <p>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.</p> <p>All local governments are also encouraged to:</p> <ul style="list-style-type: none"> • 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). 	<input type="checkbox"/> Stormwater planning	<p>Inventory pages 47, 78</p> <p>Policy 3.8.8, page 16</p> <p>Policy 3.8.2, page 15</p>
<p>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</p> <p>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 water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous</p>	<input type="checkbox"/> BAS used to designate and protect critical areas	<p>Policy 3.8.9, page 16</p> <p>Goal 3.8, page 15 Inventory pages 41, 47, 48, and 50</p>

<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • Revisions to zoning to protect habitat • Revisions to the location of planned capital facilities • Revisions to stormwater regulations or clearing and grading ordinances <p>Establishment or maintenance of monitoring programs to ensure that habitat is being maintained, See WAC 365-195-920.</p>		<p>There is no CARA within the UGA</p> <p>Goal 3.8, page 15 Inventory page 50</p>
<p>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</p> <ul style="list-style-type: none"> • 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. 	<p><input type="checkbox"/> CARAs protect water quality and quantity</p>	<p>There are no CARA within the UGA</p>
<p>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.</p> <p>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)</p>	<p><input type="checkbox"/> TDR or PDR program for forest or agricultural lands inside UGAs</p>	<p>Not applicable</p>
<p>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.</p>	<p><input type="checkbox"/> Forest lands designated</p>	<p>Not applicable</p>
<p>n. Designate and conserve agricultural resource lands (ARLs): RCW 36.70A.170 and RCW 36.70A.060</p>	<p><input type="checkbox"/> Agricultural lands designated</p>	<p>Not applicable</p>

<p>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.</p> <p>RCW 36.70A.177(3) includes innovative techniques to conserve agricultural land and permitted accessory uses.</p>	<input type="checkbox"/> Limit accessory uses on agricultural lands	
<p>o. Designate mineral resource lands:</p> <p>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.</p>	<input type="checkbox"/> Review mineral resource lands	<p>There are no mineral resource lands within the city</p>
<p>p. Development outside UGAs: If applicable, development planned outside UGAs must be consistent with the following:</p> <p>Major industrial development: RCW 36.70A.365 and WAC 365-196-435</p> <p>Master planned development: RCW 36.70A.367 and WAC 365-196-470</p> <p>Master planned resorts RCW 36.70A.360, RCW 36.70A.362, and WAC 365-196-460</p>	<input type="checkbox"/> If applicable, development outside UGA consistent with RCW	<p>Not applicable</p>

<p>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.</p>		
<p>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 <i>Assessing Your Housing Needs (1993, Updated by March 2013)</i></p>	<input type="checkbox"/> Inventory of existing housing and projected housing needs using latest population projection	<p>Inventory page 62</p>
<p>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).</p>	<input type="checkbox"/> Goals, policies for housing	<p>Goal 4.1, page 17</p>
<p>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)</p>	<input type="checkbox"/> Identify sufficient land for housing	<p>Inventory page 70</p>
<p>d. Provisions for existing and projected housing needs of all economic segments of the community. RCW 36.70A.070(2)(d)</p> <p>Affordable housing is defined as when the total housing costs, including basic utilities, does not exceed 30</p>	<input type="checkbox"/> Affordable housing planned	<p>Policy 3.1.1, page 8 Goal 4.1, page 17 Inventory page 70</p>

<p>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)</p> <p>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.</p> <p>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.</p>		<p>Goal 4.1, page 17</p>
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<p>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 <i>Making Your Comprehensive Plan a Reality: A Capital Facilities Preparation Guide Washington Department of Community Trade and Economic Development (CTED), 1993.</i></p>		
<p>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</p>		<p>Goal 5.1, page 19 Policy 5.1.12, page 20</p>
<p>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 systems currently have unused capacity. Public services and facilities are defined in RCW 36.70A.030(12) and (13).</p>	<p><input type="checkbox"/> Inventory of existing facilities</p>	<p>Inventory page 74</p>
<p>c. Adopted levels of service (LOS)for public services.</p>	<p><input type="checkbox"/> Adopted LOS.</p>	<p>Policies 5.1.5-5.1.11, page 19 Goal 5.5, page 24</p>

<p>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.</p>	<p><input type="checkbox"/> Forecast of future needs</p>	<p>Each facility plan adopted by reference forecasts future growth needs, Goal 5.5, page 24</p>
<p>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</p>	<p><input type="checkbox"/> Proposed locations and capacities of expanded or new facilities.</p>	<p>Each facility plan adopted by reference proposes locations for future capital facility needs, Goal 5.5, page 24</p>
<p>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)</p> <p>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.</p> <p>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</p>	<p><input type="checkbox"/> Six-year funding plan consistent with comp plan</p> <p><input type="checkbox"/> Impact fees used only for projects included in the CFP</p>	<p>Goal 5.2, page 21 Goal 5.4, page 24</p> <p>Not Applicable</p>
<p>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.</p>	<p><input type="checkbox"/> Land Use reassessment policy included</p>	<p>Policy 5.1.1, page 19 Goal 5.4, page 24</p>

<p>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.</p>		
<p>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.</p>	<p><input type="checkbox"/> General location and capacity of existing and proposed facilities</p>	<p>Inventory page 84 Goal 6.1, page 25</p>

<p>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 <i>Your Community's Transportation System: A Guide to Updating and Implementing your Transportation Element (2012)</i></p>		
<p>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)]</p> <p>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.</p>		<p>Chapter 7, page 26 Goal 7.1, page 26 Goal 7.2. page 27</p>
<p>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.</p>	<p><input type="checkbox"/> Transportation inventory</p>	<p>Inventory page 78</p>
<p>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</p>	<p><input type="checkbox"/> Levels of service for all facilities; local, regional, and state</p>	<p>Policy 7.2.2, page 27 Impact to state highway, page 80</p>

<p>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.</p>		
<p>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.</p>	<input type="checkbox"/> Concurrency	<p>Policy 7.2.13, page 28 Policy 7.2.14, page 28</p>
<p>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.</p> <p>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.</p>	<input type="checkbox"/> TDM Strategies	<p>Policy 7.2.1, page 27</p>
<p>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.</p>	<input type="checkbox"/> Bicycle and pedestrian planning	<p>Policy 7.2.6, page 28</p>
<p>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.</p> <p>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</p>	<input type="checkbox"/> 10-year Traffic forecast <input type="checkbox"/> Land use element assumptions used to forecast travel	<p>Analysis pages 79 and 81</p>

<p>transportation plan. RCW 36.70A.070(6) and WAC 365-196-430</p> <p>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.</p> <p>The transportation element must be certified by the regional transportation planning organization. RCW 47.80.23(3) and RCW 47.80.026</p>		
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<p>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:</p>		
<p>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.</p>		Not applicable
<p>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.</p>		Not applicable
<p>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.</p>		Not applicable

<p>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 <i>Planning for Parks, Recreation, and Open Space in your Community</i>, 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:</p>		
<p>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.</p>		<p>Plan adopted by reference: Policy 5.5.4, page 24</p>
<p>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.</p>		<p>Policy 5.5.4, page 24</p>
<p>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.</p>		<p>Policy 5.5.4, page 24</p>
<p>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.</p>		<p>Policy 5.5.4, page 24</p>
<p>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 parks and recreation element, a separate parks plan, or the capital facilities element.</p>		<p>Policy 5.5.4, page 24</p>