

THE CITY OF ELMA COMPREHENSIVE PLAN

PART TWO THE COMPREHENSIVE PLAN

prepared by the
Grays Harbor Regional Planning Commission

ADOPTED APRIL 16, 1979

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COMPREHENSIVE PLAN

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The preparation of this report was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 308 of the Coastal Zone Management Act of 1972.

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1984

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INTRODUCTION

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is an official document adopted by local government as a policy guide to decisions about the future physical development of the city. It indicates, in a general way, how the leaders of local government envision their community within the next 20 to 30 years.

The plan itself has three general characteristics. First, it is comprehensive: the plan encompasses all geographical and functional elements which have a bearing on the community's physical development. Second, it is general: the plan summarizes the major policies and proposals of the local government but does not indicate specific location or detailed regulations. And, third, it is long-range: the plan looks beyond present pressing issues to the problems and possibilities 10 to 20 years in the future.

WHY IS A COMPREHENSIVE PLAN NEEDED?

The decisions of local government have a great deal of influence over the present and future development and functioning of the community. In fact, the local government is the only entity, either private or public, with both the opportunity and the responsibility to direct the overall development of the community. This is not to say that other governmental bodies and private financiers, developers, and citizens do not have a large effect on individual decisions. It is only that the local governmental body is the only body to have the responsibility to coordinate the community's future.

In order to avoid making conflicting decisions based only on the particulars of each situation, the local government needs an instrument which establishes long-range, general policies for the physical development of the community in a coordinated and unified manner, an instrument which can be continually consulted in deciding current development issues. The comprehensive plan is such

an instrument.

Additionally, the comprehensive plan is needed to organize priorities when applying for various funds. It has become a requirement before receiving funds under some Federal programs.

WHAT ARE THE FUNCTIONS OF THE PLAN?

There are several. The Plan is key in facilitating:

A. Policy Determination:

In developing a comprehensive plan, the legislative body agrees upon a coherent set of policies. This process has two functions. First, it forces the legislators to look at the "big picture," to step away from the current pressing issues to develop their overriding goals for the city. And second, this process allows the legislators to make explicit those policies which have implicitly been guiding their decisions so that those policies may be viewed critically and subjected to the democratic process.

B. Policy Effectuation:

The comprehensive plan provides a practical working guide for every-day decisions and a basis for various implementative devices. There are two types of legislative decisions affected by the comprehensive plan: (1) those specifically designed to implement the plan, and (2) those requiring legislative action and which should be judged in light of the plan. Included in the former are the design and approval of certain ordinances or programs such as zoning ordinances, subdivision regulations, and the capital improvement programs. These originate essentially from the city's staff, but must flow from those policies contained within the legislative body's comprehensive plan. Included in the second category are rezoning requests, use permits and variance applications, subdivision plats, and street closings - - issues which require some form of guidelines to be followed in making a decision.

C. Communication and Education;

The comprehensive plan is a source of communication between the general public and the city's staff outlining anticipated actions of the legislative body. The public, private developers, business people, financial institutions, and others are then better able to plan for their own developments, knowing the probable response to their proposals in advance.

In addition, the comprehensive plan educates its readers -- the public, the business community, and the staff, as well as the legislative body itself -- to the amount of future workings, conditions, and issues within their city. This education may arouse interest within the community about that community's affairs and can increase the participation of the citizenry in government.

D. A Basis for Coordination;

By providing a general comprehensive statement of the legislative body's policies and goals, the plan serves as focus and directive for the coordination of the efforts of the various programs and policies of the various departments within the community government.

In addition to the above functions, the comprehensive plan provides a comprehensive means for the planning commission and the planning staff to supply advice to the legislative body: it fulfills certain prerequisites for funding under some federal programs; it serves as a basis for coordination between various agencies and the local government; and it serves as a guide to the courts when deciding on the validity of the community's implementative devices and legislative decisions.

ELMA'S GOALS, OBJECTIVES, AND POLICIES

It was the responsibility of the Planning Commission and staff to respond to needs as presented in Part I by examining various growth alternatives open to residents in the area. These alternatives included:

- 1) Taking no action.
- 2) Encouraging future growth to occur within the boundaries of the City.
- 3) Encouraging growth to temporary housing areas which, upon completion of the power plant, could be returned to its former use or to any other needed use.
- 4) Encouraging growth to occur within established service areas.
- 5) Directing growth over a broad area so that development is not concentrated in any particular area.

The Elma Planning Commission in viewing these alternatives decided to utilize characteristics of several alternatives. Alternative (2) is the primary direction encouraged within the plan. While alternative (3) is allowed within the plan, the City foresees a larger housing need than could be fulfilled by this alternative plan. The City would also agree to directing growth towards specialized service areas provided the City would not be required to bear servicing costs to these areas. The following is a summary of plan policies.

- 1) The basic purpose of the plan is to facilitate and preserve the small-town efficiencies enjoyed in the past (quiet, slow-pace living) while promoting enough growth to ensure continued vitality experienced recently.
- 2) The City will plan on providing sewer services in one direction -- to the Garden Hill area north of the main city. Facility needs for development in other areas are expected to be provided by the developer.
- 3) The City wishes to encourage the preservation of area agricultural activities.
- 4) The overall low density character of Elma should be preserved west of the central business area.
- 5) Commercial development is encouraged at the east end of the City when that activity primarily serves needs of travelers. Local land-intensive commercial services are

encouraged to develop within the City's center. Services which do not conflict with residential activity may occur along Main Street between 3rd Street and "B" Street.

- 6) Multi-family structure development is encouraged in moderate density areas and is allowed in low density areas provided it doesn't change that area's overall low-density character.
- 7) Areas close to the City which are approved for development should have proper water and sewer facilities so that the City is not burdened by facility demands from such development in the future.
- 8) Industrial activity is encouraged in manufacturing areas in Elma. Rail dependent industries are encouraged to the north so that they do not create a potential traffic problem by depending upon streets traversing the City's center.
- 9) Development exceeding 1 unit per 5 acres is discouraged from natural hazard areas (flood plains, steep slopes, unstable soils for building foundations).

Definitions:

In the context of this document certain words have specific meaning. The following words are defined so that the reader may more exactly understand its intent.

1. May, Should, Shall:

- (a) May: indicates that some action might be undertaken if the official body, after viewing the evidence, decides it is useful or desirable and in keeping with this plan. It does not, however, confer any obligation to undertake or permit the action.
- (b) Should: indicates that a particular action is obligated unless the official body finds a compelling reason against it.
- (c) Shall: indicates a mandate; i.e. the particular action must be done.

a. Goals, Objectives, Policies:

- (a) Goals: are the general statement of the desired long-term future state towards which the plan aims.
- (b) Objectives: are the statement of the desired short-term and measurable aims of the plan: these aims reinforce and lead to the goals.
- (c) Policies: are directions for specific actions, both

legislative and administrative, so that these actions reinforce the plan's goals and objectives.

ELMA PLANNING GOALS, OBJECTIVES, AND POLICIES

I. OVERALL

A. Goal: To provide for the City's present and future needs and direct growth in an orderly manner which will, to the extent possible, conserve the small-town character of Elma.

B. Objectives:

1. To provide mechanisms and/or personnel positions resulting in the greater coordination of activities in all City departments.
2. To protect the efficiencies of small-town government and improve the opportunities for each citizen to take part in its operation.
3. To provide employment activities especially for younger-aged residents during summer months.
4. In light of recent changes and strong development pressures, to foster the spirit of cooperation among the various interests in Elma.

C. Policies:

1. There may be established a periodic communication between representatives from the City Council, the Planning Commission, the Board of Adjustment, the Clerk's Office, the City Engineer, Fire District #5, School District #68 and #69, and the Park Board (when operative), to better coordinate decisions and resource allocations.
2. When extension is necessary, City facilities and services should be provided only to development areas in conformance with policies and objectives outlined within the Plan.
3. The Planning Commission and City Council shall review any proposals which would result in:
 - (a) A single-family residential development in a moderate density area,
 - (b) Any residential development in an area designated for commercial use,
and

- (c) A commercial development in areas designated for manufacturing use.

II. LONG-TERM GROWTH

A. Goal To encourage and accommodate a moderately high economic growth which does not interrupt the small-town quality of the City's environment and which improves, or at least interrupts as little as possible, the quality of existing public services and facilities.

B. Objectives:

1. To protect the small-town, slow-pace atmosphere found in the Elma area by limiting high housing densities.
2. To spatially distribute commercial development in a way which does not disrupt the informal business atmosphere in Elma.
3. To promote a level of economic growth which maintains the City's vitality experienced since 1976.
4. To adequately prepare for a possible temporary population influx so that the slow pace, small-town characteristics of Elma are not upset over the long-range.

C. Policies:

1. The City should actively plan and prepare for an in-City population of 3,400 to 3,600 people (or 32% to 40% increase over 1978 population) by 1990.
2. In order to accommodate such growth, development should occur first within City boundaries upon vacant lots and, second, through annexation when necessary.
3. Annexation should occur only when:
 - (a) Residents or developers in proposed annexation have provided water and sewer facilities adequate to accommodate service needs of existing and potential activities in the annexation, and
 - (b) It is determined additional city-service demands will not be extended beyond capacity of City residents to pay;

or

- (c) the City agrees to provide water and sewer service outside municipal boundaries and/or determines it necessary to annex adjacent lands in order to accomplish other goals and objectives outlined within the Plan.
- 4. Development outside City limits should grow outward from the City along existing capital facilities and adjacent to City boundaries wherever possible.
- 5. Areas should not be approved for development until it is shown that such areas have or will have:
 - (a) Water delivery appropriate to the size of the proposal.
 - (b) Sewage disposal (either septic or sewer), and
 - (c) Streets adequate to carry increased traffic or potential traffic.
- 6. The City should develop a capital facilities plan which could attract new commercial activities in the Central Business District appropriate to that area.
- 7. Areas providing temporary housing for workers on the nuclear plant construction project may be allowed provided:
 - (a) Such development has access to sewage disposal facilities which will not disrupt existing sewage collection service or existing water quality.
 - (b) The owner or developer of such areas submits a plan to renovate the housing area once it has served its purpose and a time when renovation will be complete,
 - (c) A performance bond (or some other means of insuring completion of policies a) and b)), is posted prior development, and
 - (d) Proposed development does not disrupt residential amenities of the adjacent area.

III. PHYSICAL ENVIRONMENT

A. Goal: To achieve an efficient land use pattern in the Elma area which meets the general growth goals of the area while being consistent with, and protecting the natural character of the region.

B. Objectives:

- 1. To protect the natural, recreational, and visual

amenities of the Elma area found in surrounding forest and mountain areas.

2. To protect the high status of air quality the Elma area now enjoys.
3. To protect farmers who wish to remain in farming from strong development pressures which could threaten their operations.
4. To recognize the limitations of various soils to support development and to discourage development in those areas with high soil limitations.

C. Policies:

1. Lands south of Highway 12 in the 100-year floodplains designated by the Corps of Engineers and in the areas designated by the Shorelines Master Program of Elma should permit only structures which may be necessary to conduct agricultural activities.
2. Only very low density development should occur on steeper lands (above 20% slope) particularly north of Elma and only after it is determined that such grounds are capable of supporting the development without endangering life or property. In order to make such a determination, the developer may be requested to conduct on-site surveys of soil and slope conditions by certified engineers.
3. Class II and Class III soils, and those lands currently in agricultural use, should be conserved for agricultural purposes. Non-agricultural development can be allowed on these lands if such development:
1) fulfills other objectives of the Plan, and 2) will have no negative impact on existing or potential agricultural uses, or adjacent properties.
4. Development negatively affecting natural drainage should be discouraged.
5. Development should be encouraged upon least productive agricultural soils having high capacity to support building foundations.
6. Major development should not occur upon soils having poor capacity to support building foundations unless

appropriate measures are taken to overcome the limitations of such soils.

IV. LAND USE-RESIDENTIAL

A. Goal: To develop an orderly, efficient, residential pattern in the City and its urban services area.

B. Objectives:

1. To preserve the low-density character of the western residential district of Elma.
2. To provide adequate areas for housing development of varying structure types while maintaining the high quality of residential character.
3. To coordinate City and County planning and zoning activities thereby insuring non-conflicting residential character along the City boundary.
4. To encourage, first, residential development in areas having appropriate levels of street, sewer, and water services.

C. Policies:

1. Areas with less than 15 residential units per block shall be considered low-density residential areas. Moderate density residential areas are those exceeding 15 dwelling units per block. Definition of "block" will be determined by the Planning Commission with the City Council,
2. Areas west of the Central Business District should be reserved primarily for low density, single-family housing, not to exceed a density of 15 dwelling units per block as determined by the Planning Commission,
3. Moderate density development is encouraged to occur adjacent existing moderate density development, primarily in the north-eastern and central areas of the City,
4. Moderate density development west of 3rd Street may be allowed when:
 - (a) Such a development is adequately served by capital facilities.
 - (b) The proposal will serve housing needs following completion of the nuclear power plant, and

- (c) The development is designed in a manner which would not disrupt the single-family character of west Elma.
- 5. All future multi-family structures should be developed in a manner that will be compatible with the character and appearance of surrounding neighborhoods.
- 6. Within the City spatial requirements for mobile home development should be the same as for other single-family developments.
- 7. All residential development should occur in areas adequately served by water, sewer, and transportation facilities, and where further development will not create strains upon these facilities.

V. LAND USE-COMMERCIAL

A. Goal: To promote development of economically viable, and attractive commercial activities capable of serving Elma and area residents.

B. Objectives:

- 1. To encourage the development of commercial establishments, furthering greater competition between local businesses and increasing the range of goods and services.
- 2. To improve appearance of buildings along Main Street and in the central commercial area.
- 3. To provide for adequate parking areas in existing and proposed commercial districts.
- 4. To develop the central Elma commercial area so that it encourages shopping by the Elma residents.
- 5. To promote development of land patterns which will invite tourists to utilize Elma's facilities and commercial services.
- 6. To develop policies ensuring that the central commercial area receives an appropriate share of Elma's total commercial activities.

C. Policies:

1. Commercial activity in the area in close proximity to the intersection of 3rd and Main, as shown on the Plan Map, is hereby designated the Central Business District. A large area near the intersection of U.S. Highway 12 and State Highway 8 and north of Highway 12, as shown on the Plan Map, is designated the "Land Extensive Commercial District." The area along Main Street between the Central Business District and the Heavy Commercial District is hereby designated the "Light Commercial District."
2. Commercial establishments within the Central Business District should:
 - a) primarily be established to serve the needs of local residents, and
 - b) require small tracts of land for its operation relative to other commercial areas (i.e., is land intensive).
3. Further commercial activity should be encouraged in the Central Business District by concentrating street improvement in this area which will be necessary to support such commercial development.
4. Existing land intensive commercial uses along Main Street between 14th and 16th Streets should be allowed to continue providing services to local and neighborhood residents.
5. Further commercial development requiring large tracts of land for parking or for storage should occur in the Land Extensive Commercial District upon lands adequately served by water, sewer, and streets.
6. Commercial activity may occur in the designated Light Commercial District provided:
 - (a) The activity is not of a retail or wholesale sales nature which would generate a significant amount of traffic and/or demand additional space for parking;
 - (b) The activity does not interrupt or create nuisance to existing residential uses east of 3rd Street; and
 - (c) The City Council with the Planning Commission determines that such activity is necessary in fulfilling other objectives within the Plan.

7. Future areawide commercial development should be contained within municipal boundaries as much as possible.
8. All future commercial establishments should be built and operated so as to be compatible with adjacent uses as determined by the Planning Commission with the City Council.

VI. LAND USE-INDUSTRIAL

- A. Goal: To increase the employment self-sufficiency of Elma by encouraging development of suitable industrial activity in suitable locations.
- B. Objectives:
 1. To encourage future industrial development in areas where residents employed by those activities will maintain short commuting distances.
 2. To provide for adequate expansion possibilities particularly around areas where industrial activity already occurs.
 3. To actively encourage settlement of clean industry appropriate to Elma's specific conditions.
- C. Policies:
 1. Future industrial lands should occur adjacent existing industrial lands in areas which will not hinder established commercial and residential activity.
 2. Areas above Martin Street and below Pine adjacent the rail facilities in northern Elma are hereby designated the "Industry 1" district (indicated on the map as "rail dependent industry"). Areas south and west of U.S. 12 in the southeast corner of the City (as designated on the Plan maps) is hereby designated the "Industry 2" district.
 3. Rail-dependent industries or industries not requiring frequent truck dispatch should be encouraged in the Industry 1 areas of Elma. Those industries which will heavily depend upon road networks should be encouraged to settle in the Industry 2 district.

VII. HOUSING

A. Goal: To provide needed quantities of housing suitable for all age groups and income levels in the community.

B. Objectives:

1. To provide low-income housing adequate to shelter existing low-income populations in the City.
2. To encourage development of 40% to 55% more housing units by 1990 capable of sheltering Elma's long-range population.
3. To increase the current housing vacancy rate to equal 5% of total units.
4. Where economically viable and in accordance to other growth policies, to encourage renovation of older housing which would not threaten the health, safety, or welfare of residents.

C. Policies:

1. The City shall actively support efforts to provide low-income housing.
2. Further housing developments should occur, first, within City boundaries and second, adjacent City boundaries thus, increasing the efficiency of City service delivery.
3. When determined necessary, housing need consideration may supercede policies regulating housing density.

VIII. COMMUNITY FACILITIES AND SERVICES

A. Goal: To provide public services and facilities adequate to meet current and projected population needs and to utilize the development of public facilities and services to implement other goals, objectives, and policies of the Plan.

B. Objectives:

1. To promote cooperation among all Elma residents encouraging provision of adequate services to all areas within the City.
2. To provide for more recreational services for juvenile residents especially in summer months.
3. To improve Elma streets in most need of repair based upon use and function.

4. To maintain the excellent quality of the vocational classes within the school system and provide for faculty of all age groups and backgrounds
5. To encourage establishment and operation of indoor recreational facilities within the Elma area.
6. To upgrade existing playgrounds and parks. To develop new parks within the City of Elma which also provide picnicing, camping, and outdoor activities near or in the City's boundaries.
7. To ensure police and fire protection adequate to handle expanding populations and development.

C. Policies:

1. Sewer, water and street improvement needs of City residents shall be served by prior to servicing the needs of those residents outside the City. Within the City, those areas in most need of sewer, water, and street improvements shall be served first.
2. The six-year street plan should be updated in order to facilitate achievement of Plan objectives. Such update should account for the decision to encourage commercial activity in the Central Business District. The six-year plan should also consider the function of streets as designated in the circulation element in prioritizing future street improvements.
3. Development standards should be established and incorporated within existing ordinances which outline water, sewer, and street minimums for developments of varying densities.
4. The City should utilize conclusions outlined by Committees formed and special studies conducted to examine recreational objectives outlined in the City's 1970 Recreation Plan. These findings may be utilized in prioritizing the City's recreational spending.

5. School open space and building facilities may be made available to the public for use in providing total park and recreational needs.
6. Total park acreage should increase in proportion to projected population so that existing per capita park acreage is maintained.

THE ELMA AREA LAND USE PLAN MAP

The land use plan map for the City of Elma and a suggested plan map for the Elma area on the following pages clarifies the goals, objectives and policy statements just outlined. The maps are intended to illustrate spatial relationships of uses defined in the policy statements. Both plan maps, the City map and the area map, use the same land use classifications.









The designation of these classifications are for broad general areas, and the boundaries between each classification are transitions between the various uses. As such they should be interpreted in a flexible manner rather than a rigid line, unless specifically stated. The land use plan map of the Elma area should be used in an even more general manner than the city map, due to the relatively undeveloped nature of the unincorporated area.

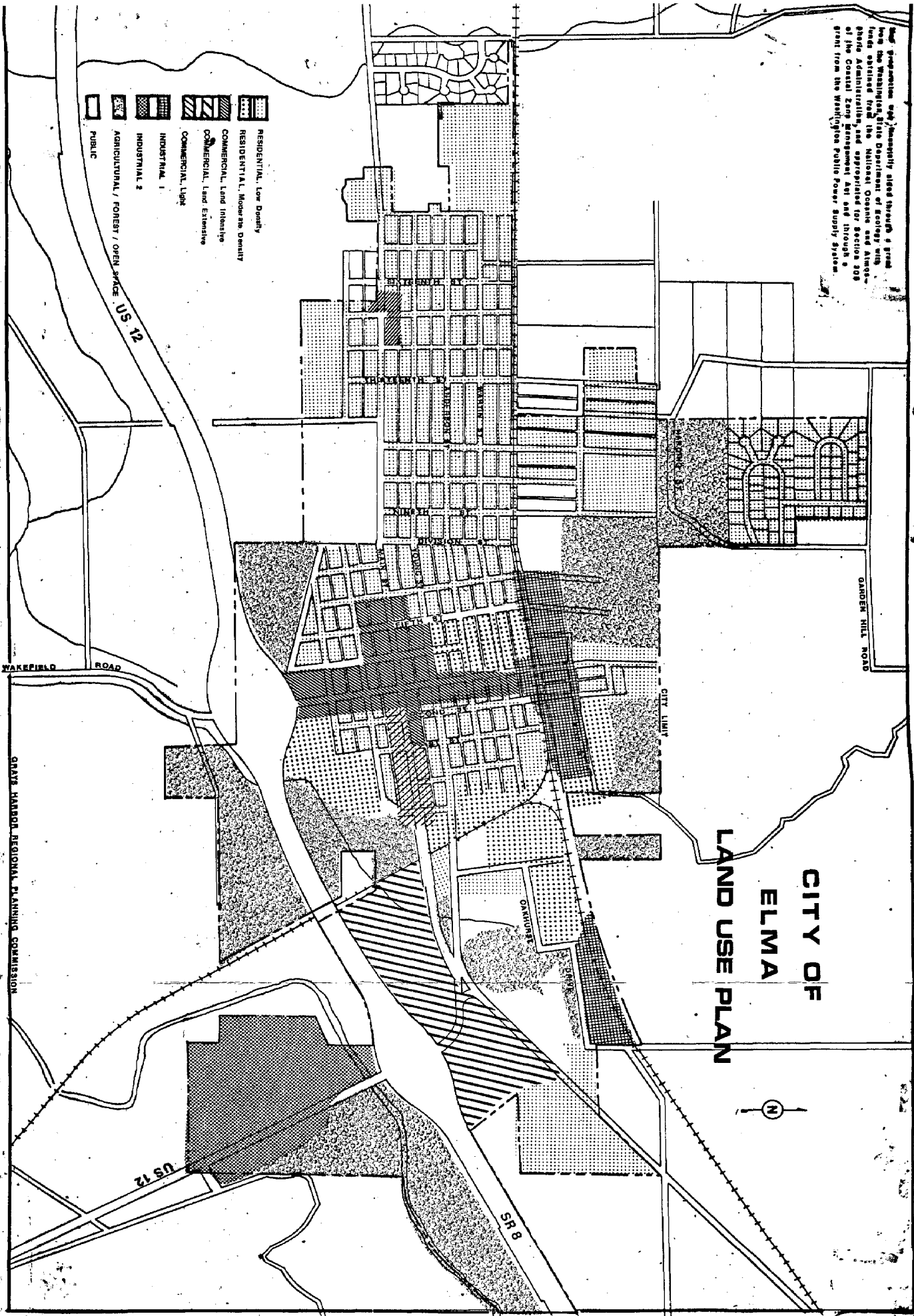
Since conditions may occur which require minor changes in the particular pattern of uses, the criteria for designation under each classification is intended to permit such changes without an amendment to this document itself. Any major deviation, of course, should be made in the context of a plan amendment which considers all aspects of the proposal and its impact on features of the whole plan.

and preparation of, assembly and through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 208 of the Coastal Zone Management Act and through a grant from the Washington Public Power Supply System.

CITY OF ELMA LAND USE PLAN



-  RESIDENTIAL, Low Density
-  RESIDENTIAL, Medium Density
-  COMMERCIAL, Land Intensive
-  COMMERCIAL, Land Extensive
-  INDUSTRIAL, 1
-  INDUSTRIAL, 2
-  AGRICULTURAL / FOREST / OPEN SPACE
-  PUBLIC

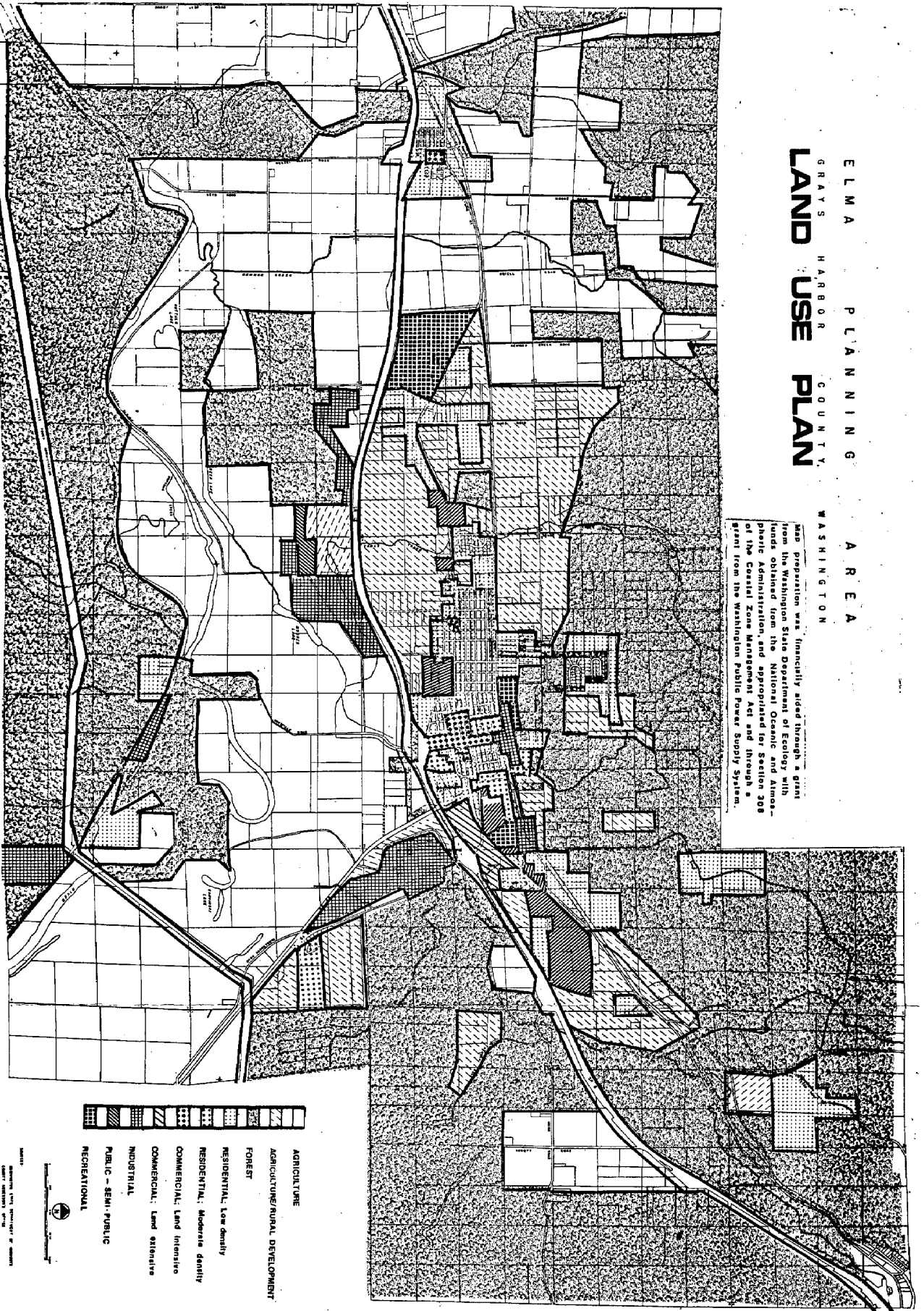


GRAY HARBOR REGIONAL PLANNING COMMISSION

ELMA PLANNING AREA
 GRAYS HARBOR COUNTY
LAND USE PLAN

WASHINGTON

Map preparation was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 308 of the Coastal Zone Management Act and through a grant from the Washington Public Power Supply System.



- AGRICULTURE
- AGRICULTURE/RURAL DEVELOPMENT
- FOREST
- RESIDENTIAL, Low density
- RESIDENTIAL, Moderate density
- COMMERCIAL, Land Intensive
- COMMERCIAL, Land extensive
- INDUSTRIAL
- PUBLIC - SEMI-PUBLIC
- RECREATIONAL

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 CHECKED BY: [Name]

Following is a description of uses designated on the Land Use Plan Maps and the policies and criteria for designating lands within such use categories.

A. Low Density Residential:

1. Purpose - The low density residential use is designated to preserve small-town qualities enjoyed by area residents in the face of rapid growth and development.
2. Description and Criteria for Designation: This designation usually occurs in areas where housing density does not exceed 15 units per block. While flexibility in dwelling structure types is permitted, single-family structures will be most characteristic throughout these areas.
3. Areas to be Avoided by this Classification:
 - a. Areas in moderate density housing developments
 - b. Areas within industrial lands or areas within commercial activities.
 - c. Areas determined best suited for other uses according to Plan policies.
 - d. Areas over 10 acres utilized for agricultural purposes.
4. Compatible Uses: Compatible uses in these areas may include but are not necessarily limited to parks, schools, churches and other public and semi-public uses provided such uses will not create a significant traffic or parking problem and provided other capital facilities are capable of supporting such development.

B. Moderate Density Residential:

1. Purpose: Areas designated "moderate density residential" provide space for housing types which supply more economical housing opportunities to area residents.
2. Description: Residential densities exceed that of the low density areas (15 units). Ultimate densities allowed may be examined in light of the general character of the area and of the City. While single-

family structures may be evident in these areas, multi-family structures are most characteristic.

3. Criteria for Designation:

- a. Areas adjacent or near existing moderate density housing areas.
- b. Areas close or adjacent major transportation routes as designated in the circulation element.
- c. Areas where present water and sewer facilities can adequately serve such development.
- d. Areas where soils and slope are capable of supporting foundations of such developments.
- e. Areas in close vicinity to the City's commercial services.

4. Areas to be Avoided by This Classification:

- a. Areas where increased traffic will place a significant burden upon other residents and the City.
- b. Areas of possible natural hazard (flood zones, steep slopes, etc.).
- c. Areas where adequate water, sewer, or street service is not provided.
- d. Areas over 10 acres utilized or have high potential for agricultural activities.
- e. Areas which may have hazardous access (such as dangerous intersections or railroad crossings).

5. Compatible Uses: Most uses compatible within the low density residential areas are also compatible within this classification. Some commercial uses with minimal adverse impacts upon residential activities as professional offices may also be considered in these areas.

C. Land Intensive Commercial

1. Purpose - To preserve adequate areas for commercial activities serving primarily local residents and which require relatively small areas of land for operation.
2. Description - This classification includes a broad range of commercial activity not dependent upon large volumes of traffic or high populations. Commercial uses which tend to break up the efficiency

of these uses or degrade the appearance of the commercial area would either be prohibited here or be allowed only on a conditional basis. The Central Business District will maintain business of this nature.

Residential uses in this area should be discouraged though permitted in areas adjacent these uses.

3. Criteria for Designation - Such areas should exist in the Central Business District as indicated on the map. Linear developments (strips) of this classification should be avoided west of 6th Street.

A small area in west Elma along Main between 14th and 16th Streets may fall in this use designation in order to serve residents in West Elma.

Uses in this area should not require large amounts of land for parking or be of a nature that would draw regional or large areawide shoppers.

D. Land Extensive Commercial

1. Purpose - This classification is designed to provide appropriate space for commercial activity serving regional shoppers, travelers, or commercial services requiring large amounts of land for buildings, parking, and/or storage area, or commercial services producing relatively high amounts of noise.

2. Description - This classification includes a range of activities commonly associated with traveler services and regional shopping activities. Such uses might include but are not limited to:

- commercial uses not ordinarily conducted in enclosed areas such as mobile home, car, or building supply sales.
- uses such as large fast food restaurants, motels, service stations which cater to travelers needs
- shopping centers or large retail stores.

Uses which might be classified as industrial in nature but which do not require on-site manufacturing activities may occur in these areas on a conditional basis. Approval of such activities would be based upon: - 24 -

- a) the proposal's impact upon water, sewer, and street facilities existing adjacent commercial activity,
 - b) the nature of the proposal in relation to the character of the specific area of location; and
 - c) the potential impact of the proposal upon noise or odor levels in the area.
3. Criteria for Designation: These activities shall occur primarily north of State 8 - U.S. 12 intersection as shown on the Plan map. No such classification should occur in areas not served by adequate transportation access or sewage disposal or in areas where such classification might disrupt the integrity of a residential neighborhood or commercial area. This classification should not be applied in areas east of "B" Street.

E. Industrial I

1. Purpose: The Industrial I classification provides opportunity for development of wholesale, industrial, or manufacturing activities which are primarily rail dependent or which are not heavily dependent upon frequent road transportation. The establishment of such an area is designed to allow these activities without heavily impacting the City's inner circulation facilities.
2. Description: This classification shall allow wholesaling, warehousing or industrial service activities which do not conflict with surrounding uses and which will not rely upon relatively continuous truck traffic to export or import its goods. Necessary truck dispatch may occur at times when traffic is not heavy provided it is determined streets can support the additional weight. This area also allows development of industrial activity primarily dependent upon rail for transport. The area occurs adjacent the rail lines in the northern

section of the City between Martin Street and Pine Street and between 6th Street and the north-south railroad intersection.

3. Criteria for Designation: Areas for designation are indicated above. Before uses are permitted within such classification, the following factors should be considered:
 - a) that 3rd Street provides adequate access for existing and potential transportation demand;
 - b) that the specific use would not disrupt the integrity of the City's general residential or commercial areas, and
 - c) that such activity would not disrupt the major circulation facilities or patterns within the City's center.

Such designation should not occur above Pine Street.

F. Industrial 2

1. Purpose - The Industrial 2 designation enables the City to reserve adequate space for manufacturing activities in areas which do not conflict with the commercial and residential activities.
2. Description: These uses shall include all wholesaling, industrial, and manufacturing activities which meet intentions of the previously outlined goals and objectives and which do not conflict with environmental ordinances on building and fire codes.
3. Criteria for Designation: A large portion of land south of U.S. 12 adjacent existing industrial activities is designated an Industrial 2 area. Other areas south of the U.S. 12 highway currently being excavated for gravel may eventually be designated for Industrial purposes provided:
 - a) any floodplain problems are considered and corrected prior development.
 - b) roads are adequate to manage potential freight trips and weights;
 - c) potential water-sewer needs are determined and problems are addressed; and
 - d) basic intentions of the reclamation plan submitted to the Department of Ecology (DOE) or Grays Harbor County prior excavation activity are effecuated; i.e., that measures are taken which
 - 1) prevent erosion and potential land damage to

adjacent areas, 2) prevent conditions which might create a public nuisance or endanger public safety, and 3) provide adequate buffer between proposed and conflicting uses.

OTHER DESIGNATIONS INDICATED ON THE PLAN MAPS

G. Agriculture - This designation is applied to areas either being extensively used or which are suitable for commercial agriculture. The purpose of this designation is to preserve such lands for future agricultural use by preventing development of non-agricultural activities in these areas.

Lands are classified "agriculture" when:

- 1) Lands are beyond the direct service area of the city, and
- 2) Soils have a high capacity for agricultural production (Class II, III, or IV) or the land is being used for agricultural production.

Lands which lie within floodplain areas and have productive agricultural soils may also be designated "agriculture."

H. Agriculture/Rural Development

The purpose of this designation is to accommodate development in close proximity to the City when demand or need for such development arises. Development in these areas should be allowed when the need for such development can be shown and when such development will maintain the integrity of the area by not creating a threat to those remaining in agriculture. Proposed development should not create strains upon existing facilities beyond capacity.

Areas within this designation should include:

- 1) lands having soils with high capacity for agricultural production (Classes II, III, and IV) or lands which are being utilized for agricultural production purposes; and
- 2) lands adjacent residential and City activities which are out of areas prone to flooding or are within possible City service boundaries.

I. Public/Semi-Public - This category designates areas which are owned or used by the public (either public at-large or local public). Those areas owned by the public are designated "public" areas and include schools and City lands. Those areas designated "semi-public" includes privately owned properties which are open to general public use such as churches, private schools, and medical facilities. Semi-Public and Public use areas are not limited to

the areas outlined on the plan maps, and should be allowed on a conditional basis in other classifications.

- J. Recreational - This designation includes all areas public and private utilized for outdoor recreational purposes including parks, open spaces and golf courses.
- K. Forest - This designation is applies to forested areas where:
- 1) lands are most suitable for forest purposes when considering all plan goals, objectives and policies together;
 - 2) access is inappropriate for development purposes.
or
 - 3) soil and slope constraints make the area inappropriate for other uses.
- L. Light Commercial
1. Purpose: This designation is intended to allow for commercial development along the major transportation route in Elma without disrupting any adjacent residential activities.
 2. Description and Areal Designation: This classification includes commercial activities not commonly relying upon large traffic volumes or creating unusual noises or odors. Those activities of a retail nature should not be allowed within this area. This classification provides opportunity for office and service facilities to develop along the main transportation route (Main Street) between the Central Business District and the areas designated Land Extensive Commercial. That the use will not disrupt adjacent residential activity is the major criteria for determining whether or not a use should be permitted.

THE CIRCULATION ELEMENT

The circulation element of this comprehensive plan has several purposes. The first and most important is the establishment of a coordinated system of streets and roads which maximize the safety and efficiency of the movement of people and goods within and around the city. This coordination takes the form of a circulation plan map where the streets and roads are given certain roles within the system. These roles are determined from: 1) the type of street or road and how much it is used, 2) the present and projected population of the area and anticipated distribution of that population within the area, and 3) the location of traffic "magnets" such as industrial areas and freeways.

The circulation element is also intended to improve access to property, to provide policy direction in the development of capital improvement plans, and to reinforce the land use element of this plan.

DEFINITIONS

The elements of any circulation system - the streets, roads, and highways share two primary functions. First, they provide access to abutting property, and second, they provide a pathway for the movement of people and goods between points. In addition, these elements provide open space, air and light, as well as serving as elements in the design of neighborhoods. However, the degree to which streets serve these functions necessitates categorization of these facilities into several groups.

Local Streets:

Streets in this role emphasize the first of the two primary functions - access to abutting property - with minor local traffic movement involved.

Collector Streets:

These streets collect vehicular traffic from the local streets, and direct it to the larger arterials. There are stop signs at the side streets.

Arterials:

These streets provide for through traffic movement between areas and across the city. They also provide direct access to abutting property though that is not the primary function. They are also often subject to entrances, exits, and curb use.

Highways:

These roadways link major destination points within the area such as Central Business Districts and towns in general, and provide for through traffic movement between them with some direct access to abutting property, though this is not their major function.

Freeways:

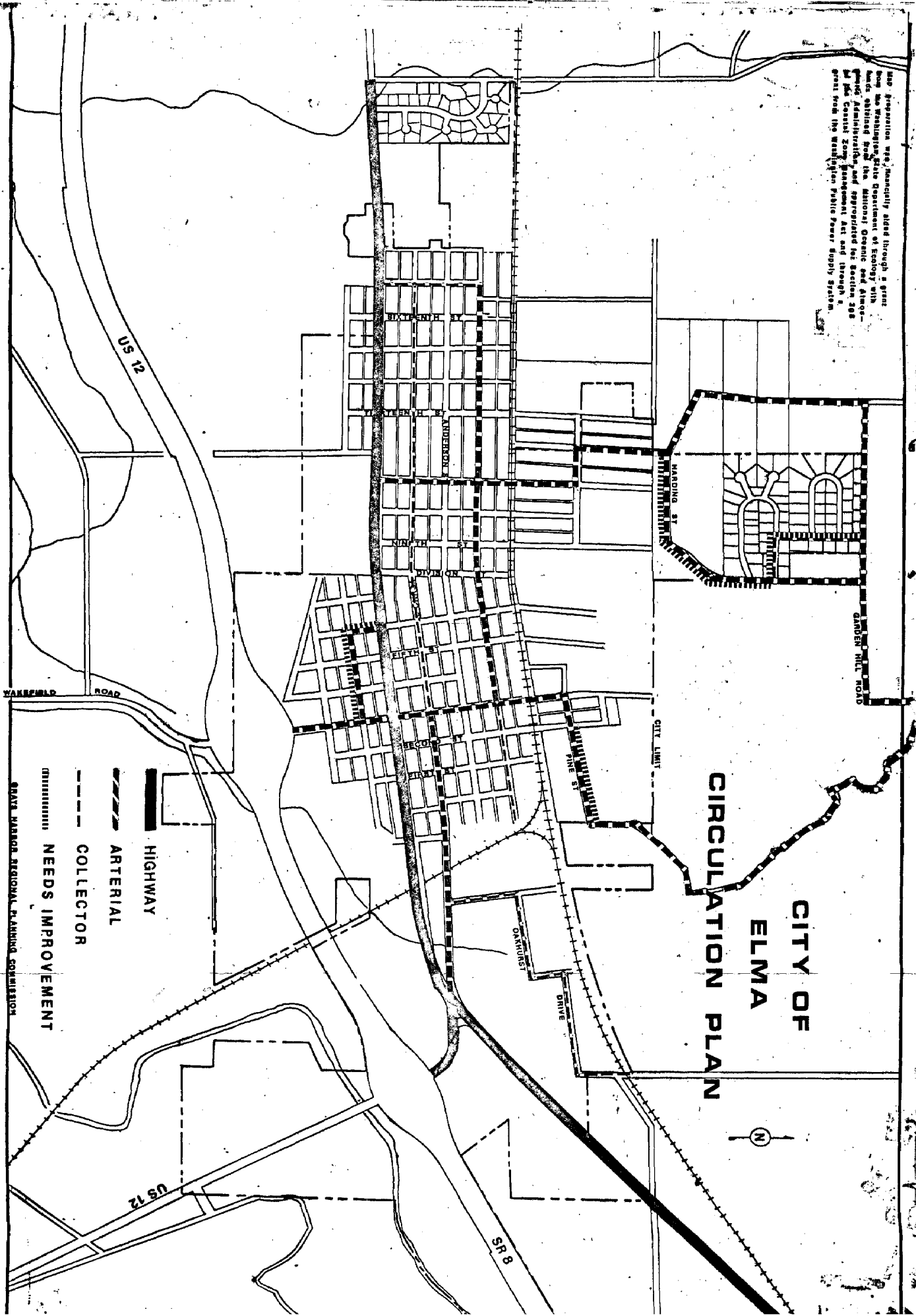
Freeways provide for the expeditious movement of large volumes of through traffic between points in different regions and are not intended to provide little or no access to abutting property.

The following map locates the freeways, highways, arterials, and collectors either proposed or existing - within the city. All streets and otherwise designated are designated local streets.

A subsequent map, the Streets Improvements map, lists the city's present Six-Year Comprehensive Street Program

also preparation was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 308 of the Coastal Zone Management Act and through a grant from the Washington Public Power Supply System.

CITY OF ELMA CIRCULATION PLAN

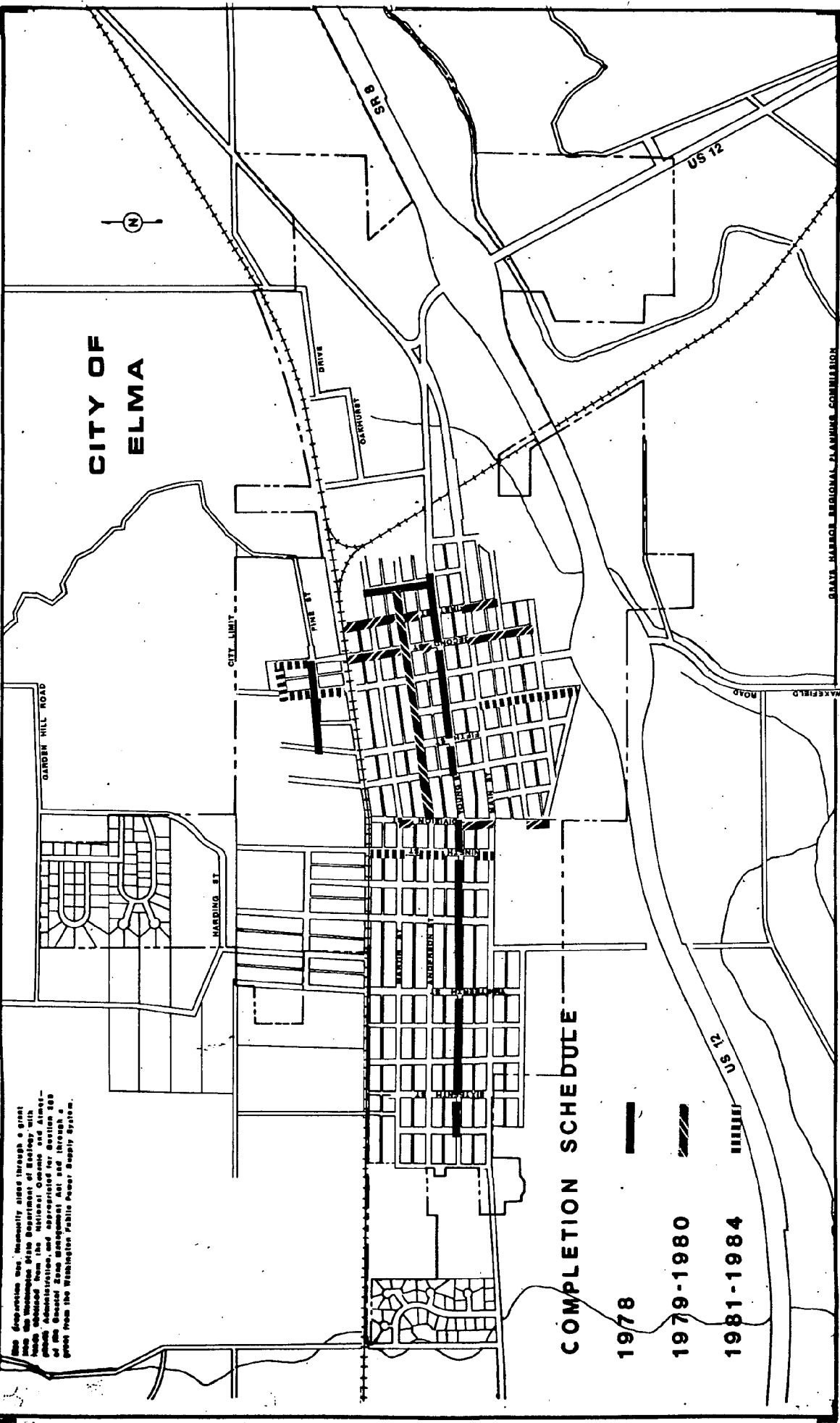


- HIGHWAY
- ARTERIAL
- COLLECTOR
- NEEDS IMPROVEMENT

STATE MARSH REGIONAL PLANNING COMMISSION

Some Generation skid. Numerous sites through a grant from the Washington State Department of Ecology with funds allocated from the Metropolitan Facilities Act. Urban Administration, and appropriate for Section 501 of the General Zoning Management Act and through a grant from the Washington Public Power Supply System.

**CITY OF
ELMA**



GRANT HARBOUR REGIONAL PLANNING COMMISSION

STREET IMPROVEMENTS

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