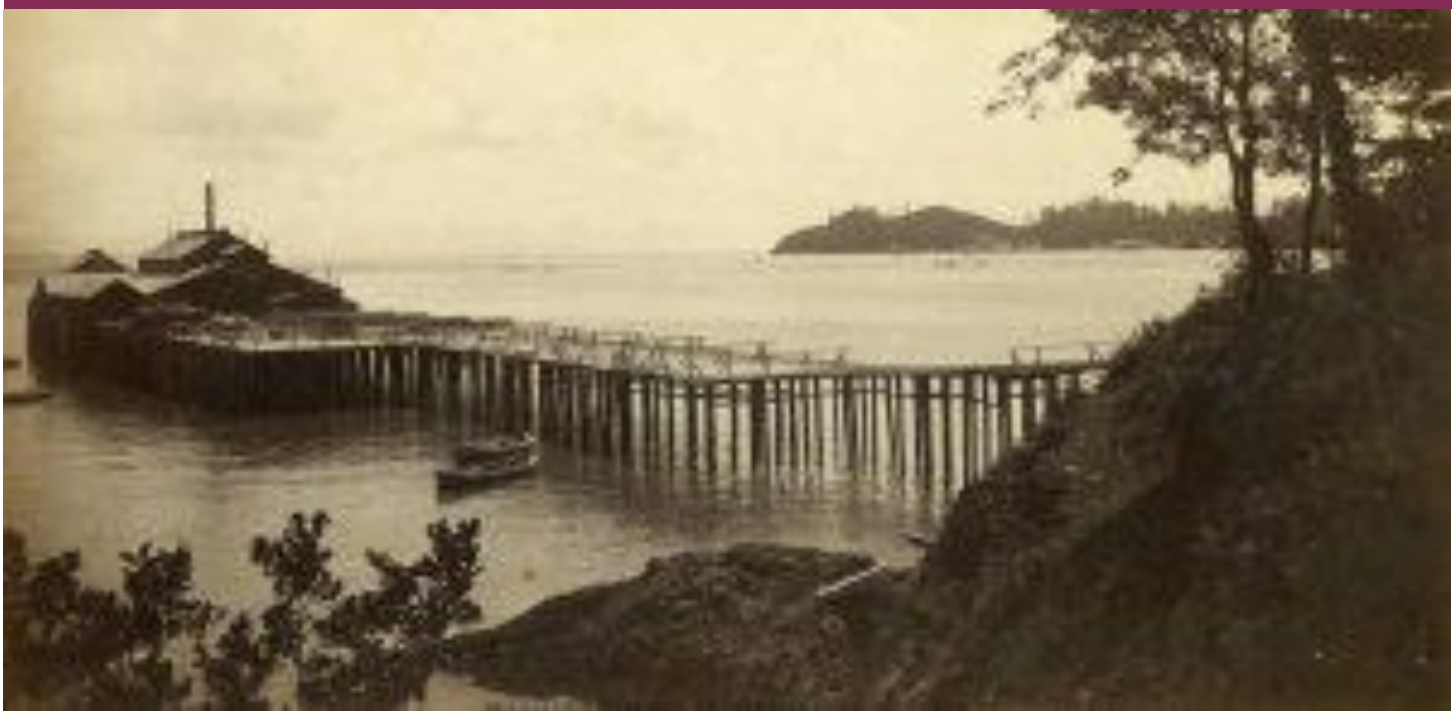
CITY OF ILWACO

COMPREHENSIVE PLAN

2020 UPDATE

CITY OF ILWACO



City of Ilwaco
Comprehensive Plan
As adopted November X, 2020

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The City of Ilwaco Comprehensive Plan is a guideline for future development in the community. It communicates to citizens, private developers, and other public agencies a coordinated vision for the city that the City Council and the Planning Commission will encourage over the next 20 years.

Planning under the Growth Management Act

The City of Ilwaco 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 bottoms-up in approach.

The GMA consists of an extensive set of laws and administrative procedures for how Ilwaco plans under the act. The basic planning framework mandated by the GMA requires Ilwaco to:

- Participate in regional planning efforts with Pacific County and the Cities of Long Beach, Raymond, and South Bend to prepare and adopt countywide planning policies;
- Prepare and adopt a comprehensive plan consistent with the GMA and the countywide planning policies; and
- Prepare and adopt development regulations consistent Ilwaco's comprehensive plan. Development regulations consist of critical areas, zoning, and subdivision laws.

The GMA requires local comprehensive plan 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.

[1] RCW 36.70A.010

- 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 provision of public facilities and services in a timely and affordable manner.
- Identify and encourage preservation of historic sites.

Countywide Planning Policies

In 1997, Pacific County and the Cities of Long Beach, Ilwaco, Raymond, and South Bend 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

Using both GMA goals and the countywide planning policies, the City also must develop its comprehensive plan within a framework set by Chapter 365-196 of the Washington Administrative Code, *Procedural Criteria for Adopting Comprehensive Plans and Development Regulations*.

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 development regulations must be consistent with the goals and policies within the comprehensive plan. The state Shoreline Management Act also requires integration of the shoreline master program with the comprehensive plan.

City of Ilwaco Planning History and 2015 Update

When Pacific County chose to plan under the GMA in October 1990, the City of Ilwaco was required to prepare a comprehensive plan and development regulations consistent with the state law and the countywide planning policies. The City adopted its first GMA comprehensive plan in July 1997, with its first mandatory update due no later than December 2007.[3] Terms later added to the GMA gave Ilwaco two 36-month automatic extensions[4], but all three deadlines went unmet. The City is now adopting this 2015 update to its comprehensive plan in order to bring it into compliance with the planning requirements of GMA, so that the City may access state funding programs that are conditioned upon GMA compliance. The next update will be due no later than June 30, 2018, and every eight years thereafter.[5]

In 2011, Pacific County's 2010 comprehensive plan update came under challenge before the Western Washington Growth Management Hearings Board over the delineation of the urban growth area boundaries. While the challenge primarily focused on the unincorporated Seaview area, the County responded by passing an ordinance that retracted all urban growth area associated with incorporated areas to each municipality's city limits.[6] There has been no action to-date on revisiting the urban growth boundaries through the countywide planning process.

[2] Appendix A contains a copy of the Countywide Planning Policies.
[3] RCW 36.70A.130(4)(d)
[4] RCW 36.70.130(6)(c) and (d)
[5] RCW 36.70A.130(5)(d)
[6] Pacific County Ordinance 161, December 13, 2011; Resolution 2012-022, April 12, 2012

The Ilwaco Planning Commission hosted a workshop on March 3, 2015, to develop a community vision statement to guide the development of the comprehensive plan.

By Land or by Sea

Ilwaco will become a destination community that features its historic roots as a fishing village, transportation hub, and center of commerce; where the Columbia River meets the Pacific Ocean. The City will entice visitors to Ilwaco by marketing the community regionally and around the globe. Once here, visitors will learn more about Ilwaco's amenities through information kiosks and improved signage.

Increased Business Opportunities

The future of Ilwaco depends on the presence of a strong local economy that serves the needs of residents and visitors alike. Improving downtown Ilwaco should be a central focus of this effort. The City needs to provide incentives for property owners who invest in their buildings and make them available for new businesses. While creating a year-round economy is important, the community has tremendous potential to expand its range of businesses serving seasonal tourism. The City and private interests should collaborate especially with the Port of Ilwaco to increase services to visitors who come during the charter boat season. Businesses such as restaurants, accommodations, entertainment opportunities, and services will contribute to creating a vibrant downtown environment.

Streetscapes – Looking for Excellence

Ilwaco needs a bit of sprucing up to take best advantage of its many terrific community assets. By cleaning up nuisance properties, improving storefronts, and repairing sidewalks, Ilwaco's appearance and attractiveness will truly shine. The City can facilitate this effort by exploring alternative street design that improves the appearance of its thoroughfares and increases pedestrian accessibility within the community.

Infrastructure Serving Housing, Businesses, and Parks

Infrastructure plays an important economic role in sustaining and growing housing, businesses, and parks in Ilwaco. The City should continue to its investment in improving and expanding its infrastructure throughout the community. Improving City infrastructure to Port of Ilwaco properties benefits the downtown core.

Increase Senior Resources

As the demographics for Ilwaco show, serving the growing population of people over the age of 65 years is increasing steadily in importance. The City should encourage a wide range of housing types for seniors, including elder housing and long-term care. There also will be a need for expanding senior-oriented health care.

Increased Housing Opportunities

Ilwaco needs to encourage a diverse array of housing types to address the needs of permanent and part-time residents. The City can be a catalyst for increasing housing opportunities for low- and moderate-income people by adopting innovative regulations, reducing infrastructure costs, and seeking state and federal grant resources. Expanding other housing options for visitors and part-time residents, such as condominiums and vacation rentals, will contribute to Ilwaco's overall economy.

Increased Transportation Opportunities

The City should collaborate with Pacific Transit to find ways to increase the frequency of transit operations between Ilwaco and Long Beach. Forging this connection will benefit both communities economically.

More Parks and Recreation

Parks and recreation programs play an important role in the quality of life for Ilwaco citizens, especially for its youth. The City should seek to improve its existing facilities while promoting new ones. Potential projects include skate and splash parks for youth, a performance pavilion for public entertainment, and bike and pedestrian paths that link the community together. The addition of showering and laundry facilities at the Port of Ilwaco that serve visiting recreational boaters would be a great draw.

1. Land Use Element

This 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. This element is written with the intent to be consistent with the policies set forth in Pacific County's countywide planning policies. Countywide policies are included in Appendix A.

Emergency Amendments to the Comprehensive Plan

Goal: Provide a procedure for adopting emergency amendments to the comprehensive plan.

Planning Policies for Emergency Amendments

1. The City may adopt an emergency amendment or revision to the comprehensive plan that conforms with RCW 36.70A.130(2)(b), RCW 36.70A.390, WAC 365-196-650(4) whenever an emergency exists or to resolve an appeal of a comprehensive plan filed with the Growth Management Hearings Board or with the court.
2. An emergency amendment is any amendment that is immediately required to (1) protect the public's health safety and welfare, (2) prevent imminent danger to public or private property, or an imminent threat of serious environmental degradation, or (3) to address the absence of adequate and available public facilities or services. The emergency situation must address a need of neighborhood or community-wide significance, and not a personal emergency on the part of a particular applicant or property owner.
3. Potential emergency situations may involve official, legal or administrative actions. Whenever a potential emergency is identified, the City Council will review the potential emergency, with input from the city attorney's office, to determine if the situation necessitates an emergency comprehensive plan amendment.

Accommodating Anticipated Future Growth

Goal: Ensure an adequate supply of land over the next 20 years to accommodate the residential, commercial, manufacturing, and public services and facilities needs of the community.

Assumptions and Planning Policies for Accommodating Future Growth

Pacific County countywide planning policies #2 and #4 address policies for planning for future growth.

Ilwaco forecasts an annual growth rate of 0.38 percent over the next 20 years that will increase the resident population by approximately 77 people between 2020 and 2040, resulting in an estimated total resident population of 1,049 people by 2040.

1.1 The City anticipates the continued trend of second home ownership by nonresidents over the 20-year planning period.

1.2 The City will experience a residential demand of approximately 28 new housing units to serve future residential growth.

1.3 Carefully monitor annual population estimates annually to evaluate the impact of in- migration into the community to determine if seasonal residents become permanent ones.

1.4 The land use assumptions of the comprehensive plan shall be updated if it is determined that capital facilities funding is insufficient.

Assumptions and Planning Policies for Future Land Demand

Pacific County countywide planning policy #4 addresses determining the future demand for residential land and countywide planning policy #6 addresses providing an adequate supply of land suitable for commercial and industrial development.

1.5 The projected increase in resident population by 2040 will create a need for 28 new housing units within the city, creating an estimated total resident housing stock of 611 units.

1.6 The estimated demand for future resident housing is expected to comprise 24 single- family units and 4 multifamily units.

1.7 The estimated gross residential acreage necessary for accommodating future single- family development will be approximately 3.5 acres.

1.8 The estimated gross residential acreage necessary for accommodating future multifamily housing will be approximately 0.16 acre.

1.9 Future commercial development will focus on the redevelopment of properties within the existing downtown area, First Avenue, and on Port of Ilwaco properties near the waterfront.

1.10 Future industrial development will focus on Port of Ilwaco properties near the waterfront and at the airport.

1.11 There is sufficient vacant land available within the existing city limits to accommodate projected residential growth. The current city limits boundary is sufficient to accommodate urban growth for the City of Ilwaco over the next 20 years.

Distribution of Development Districts

Goal: The City will protect traditional development patterns by separating land uses into appropriate districts in accordance with the Future Land Use Map.

Policies for Residential Districts

Pacific County countywide planning policy #4 addresses providing a range of housing types.

1.12 Maintain a low-density Residential (R-1) District that serves the needs of single-family homes, including new manufactured homes, in a traditional neighborhood development pattern. Density standards for the district will be seven dwelling units per net acre with a minimum lot size of 6,000 square feet. Allowed uses also include parks, schools, and public facilities and services.

1.13 Maintain a Multifamily Residential (R-2) District that allows single-family, duplex, and multifamily dwellings at higher densities with a minimum lot size of 5,000 square feet for single-family and 7,000 square feet for duplexes. Multifamily units may locate at a density of up to 25 units per net acre. Allowed uses also include parks and public facilities and services.

1.14 Maintain a Resort Residential (R-3) District that promotes a mix of residential, recreation, and limited tourist-oriented commercial uses. Density standards in the district for single-family residences will be seven dwelling units per net acre with a minimum lot size of 6,000 square feet and 7,000 square feet for duplexes. Multifamily units may locate at a density of up to 25 units per net acre. Allowed uses also include parks, semi-public uses, and public facilities and services.

1.15 Future Land Use Map - Intentionally Left Blank for immediate adoption of new GIS Map.

Policies for Commercial and Manufacturing Districts

Pacific County countywide planning policy #6 addresses providing an adequate supply of land suitable for commercial and industrial development.

Goal: Encourage economic development within the city by establishing districts appropriate for a range of commercial and manufacturing uses.

1.16 Maintain a Downtown Commercial (C-1) District that reflects the city's historic mix of retail trade, dining, services, and professional businesses. The C-1 District encourages a compact, pedestrian-oriented development pattern. Residential uses may locate above the ground floor of commercial buildings. Other allowed uses include public facilities and services.

1.17 Prepare an economic development and urban design strategy for the Downtown Commercial District that integrates historic elements of Ilwaco's Nordic and commercial fishing heritage.

1.18 Maintain a Low-Density Commercial (C-2) District that provides for a wide range of retail trade, services, tourist recreation, public, and semi-public uses that serve the needs of residents and visitors. The focus of the C-2 District centers on the Port of Ilwaco's waterfront, First Avenue, and Second Avenue.

1.19 Maintain a Recreation (R-5) District that caters to the needs of tourism and recreational facilities. Businesses located in this district may include parks, camping facilities, recreational facilities, and other uses that serve both active and passive recreation activities.

1.20 Maintain a Light Industrial (M-1) District that allows for indoor and outdoor manufacturing activities that can require outdoor storage, sales, repair, and assembly. Uses in this district do not create noise, glare, and industrial wastes.

1.21 Discourage the siting of land uses adjacent to the Port of Ilwaco Airport that would disrupt aircraft use, including limiting the height of structures within the flight path.

1.22 Create flexible development regulations for the Downtown Commercial District that will provide private property owners with incentives for redevelopment.

1.23 Encourage the development of a downtown and waterfront strategic plan that identifies design themes and infrastructure improvements that improve the commercial viability of the area.

1.24 Continue to invest in street, sewer, and water infrastructure improvements to ensure the retention and expansion of businesses and manufacturing activities in the downtown and waterfront area.

Environmental Protection

Goal: Identify areas within the city that pose significant development constraints due to the presence of critical areas and manage them to protect public safety, property, and important environmental resources.

Policies for Environmental Protection

Pacific County countywide planning policy #7 addresses the need to consider environmental impacts when siting state and local public facilities.

1.25 Critical areas within Ilwaco include geologically hazardous areas, frequently flooded areas, wetlands, critical aquifer recharge areas, and fish and wildlife habitat conservation areas.

1.26 Use best available science to designate and protect wetlands, critical aquifer recharge areas, and fish and wildlife habitat conservation areas from incompatible development impacts with appropriate standards for buffers and mitigation.

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

1.28 Avoid the location of critical facilities such as fire and police stations, hospitals, schools, and community service centers within tsunami hazard areas and 100-yearfloodplains unless no other feasible alternative is available.

1.29 Maintain the City's participation in the National Flood Insurance Program.

1.30 Rely on Best Management Practices in Volume IV of the *Stormwater Management Manual for Western Washington* and develop a comprehensive storm drainage plan to reduce the threat of flooding to people and property as well as minimize pollutant discharges to surface waters.

1.31 Adopt a clearing and grading ordinance in accordance with the Department of Commerce's Technical Guidance Document for Clearing and Grading in Western Washington.

1.32 Encourage new developments to use low impact development stormwater methods to protect area water quality.

1.33 Periodically review critical areas regulations in compliance with state update requirements to ensure they remain current with the best available science.

1.34 Cooperate with local land trusts to acquire and protect unique critical areas, especially quality wetlands and fish and wildlife habitat areas within the city.

1.35 Increase community resilience to tsunami inundation by seeking resources to plan for and establish appropriate emergency services at the School Hill evacuation assembly area.

Retaining Open Space

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

Policies for Open Space and Parks

Pacific County countywide planning policy #1 calls for publicly owned greenbelts and open space areas within urban growths areas to be preserved.

1.36 Promote community health by encouraging citizens to stay physically active by providing parks, trails, and other recreation assets.

1.37 The comprehensive plan incorporates by reference the City of Ilwaco Parks, Trails & Natural Areas Plan – 2014-2020 (or currently adopted).

1.38 Adopt development regulations that allow for clustered developments for new neighborhoods to reduce development costs and encourage the retentionof open space.

1.39 Incorporate within development regulations standards that protect unique view corridors within the city.

1.40 Encourage both public and private investment in acquiring open spaces within the city.

Urban Growth Area

Goal: Ensure an adequate supply of land for future demand for residential, commercial, and industrial growth.

Policies for Urban Growth Area

Pacific County countywide planning policies #1 and #2 address policies for urban growth areas.

1.41 Monitor growth projections and available land supply periodically in compliance with state requirements to evaluate the need to identify lands for inclusion into a City of Ilwaco urban growth area, if necessary. Coordinate this evaluation process with Pacific County and the Cities of Long Beach, Raymond, and South Bend during periodic review of the Countywide Planning Policies and review the boundaries as needed.

2. Housing Element

The comprehensive plan promotes safe, affordable housing of choice for all citizens within the city. The housing element does this by creating a framework of goals and policies that encourages a public-private partnership to achieve these goals for the community.

Housing Diversity

Goal: Encourage the development of a wide range of housing types that serve the needs and choice of all Ilwaco residents.

Policies for Housing Diversity

2.1 Provide for a mix of single-family, duplex, and multifamily housing types in appropriate locations within the city's residential development districts.

2.2 Encourage the development of residential living units above the ground floor of buildings in the Downtown Commercial District.

2.3 Encourage the development of assisted housing for seniors and people with disabilities throughout the city's residential and commercial districts.

2.4 Establish development standards that will allow the inclusion of accessory dwelling units on single-family properties.

2.5 Coordinate street and sidewalk improvements within neighborhoods to enhance the needs of residents with limited mobility.

2.6 Continue to encourage the development of housing for seasonal residents that includes single-family homes, condominiums, and apartments.

2.7 Prepare an assessment examining if there is a need for life/safety improvements for seniors and people with disabilities who wish to remain in their own homes. If such a need exists, pursue state and federal funding through grant programs, such as the Community Development Block Grant.

Housing Affordability

Goal: Encourage the development of housing for residents of all income levels.

Policies for Housing Affordability

2.8 Work with the Joint Housing Authority of Pacific County and the Longview Housing Authority to increase rental assistance programs for Ilwaco residents.

2.9 Encourage the development of affordable rental housing by working in part in partnership with private and nonprofit entities.

2.10 The City should create a more specific strategic plan for addressing housing affordability for all economic segments in Ilwaco. This strategic plan could consist of simple next steps for the City to progress their already established policies.

2.11 Incorporate innovative site development standards that reduce costs for new residential development, such as reduced right-of-way widths, sidewalk provisions, and alternative bulk and size requirements on lots.

Housing Quality

Goal: Promote safe housing for all Ilwaco residents through programs and services provided by the city and in partnership with other governmental agencies and nonprofits.

Policies for Housing Quality

2.12 Ensure public safety and housing values by enforcing building codes and nuisance regulations.

2.13 Collaborate with regional housing organizations to create and fund housing rehabilitation programs for low- and moderate-income households through state and federal housing programs, such as the Community Development Block Grant Program.

3. Public Facilities and Services Element

This element establishes approaches and standards for providing adequate facilities and services in the City of Ilwaco consistent with the land-use element. 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. The element also addresses the siting essential public facilities in accordance with the Countywide Planning Policies.

Providing Adequate Public Facilities and Services

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

Policies for Providing Adequate Public Facilities and Services

3.1 Public facilities essential for accommodating development within the city consist of the water system, sewer collection system, stormwater collection, and city buildings.

3.2 The primary public services provided by the City include fire protection and parks.

3.3 Major city services that Ilwaco contracts for with other public and private agencies include law enforcement, library services, and solid waste management.

3.4 The City of Ilwaco adopts level-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 the following LOS standards during the 20-year planning period:

A. Water System

- Ensure sufficient water rights for the water service area that meets or exceeds the projected average day consumption rates in the City of Ilwaco Water System Plan, June 2011 (Table 2-11)
- Meet or exceed all requirements for drinking water quality under the Federal Safe Drinking Water Act and under WAC 246-290, Part 4, for Group A Public Water Systems
- Ensure that the water distribution system and storage facilities continue to meet or exceed the standards established under WAC 246-290, Part 3, for Group A Public Water Systems
- Maintain a fire-flow of 500 gallons per minute for residential zoning, and 3,000 gallons per minute for three hours in the city center and port area.

B. Sewer System

- Provide a sewage collection and treatment system that meets the projected needs of the service area as described in the City of Ilwaco Wastewater Facility Plan Update (2013) and the city's National Pollution Discharge Elimination Permit (NPDES).

C. Stormwater System

- Provide a public collection system capable of conveying a 25-year frequency storm event without flooding or damage to structures

D. City Buildings

- Provide and maintain city buildings for administrative staff, fire station, and community building

E. Law Enforcement

- Continue to contract with the City of Long Beach to provide 24-hour staffing

F. Fire Protection

- 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

G. Solid Waste Collection

- Continue to contract for solid waste collection services for residential and commercial disposal needs

H. Parks

- Continue to maintain and upgrade existing City park facilities, natural areas, and trails at current levels or better

3.5 The City requires the availability of adequate public facilities and services concurrent with the impacts of development.

3.6 The City will work with citizens to evaluate the adequacy of existing public facilities and services in neighborhoods and develop projects that address deficiencies.

3.7 The City will evaluate and assure that all public facilities and services are consistent with accommodating future growth projections in the land-use element before adopting six-year public facilities plans.

3.8 Protect ground and surface water quality by upgrading wastewater collection lines.

3.9 The following policies will guide the City in prioritizing public facilities and services capital expenditures:

A. Priority 1: Remedy urgent or emergency conditions that are dangerous to public health or safety;

B. Priority 2: Correct existing deficiencies;

C. Priority 3: Meet the needs of planned growth; and

D. Priority 4: Add desirable new facilities and services.

3.10 The City will continue to maintain and update its public facilities to accommodate the growth projections in the land-use element. If LOS standards fall below adopted levels in this plan, the City will take one or more of the following actions:

E. Reduce demand through demand management strategies;

F. Reduce the LOS standards;

G. Increase revenues;

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

I. Revise the land-use element.

3.11 The City of Ilwaco Comprehensive Plan incorporates by reference the following plans for public facilities and services:

J. City of Ilwaco Water System Plan, June 2011

K. City of Ilwaco 2013 Wastewater Facility Plan Update/Sahalee Subdivision Preliminary Engineering Report, November 2013

L. City of Ilwaco Parks, Trails, & Natural Areas Plan – 2014-2020, January 2014

M. City of Ilwaco Stormwater Plan,

N. Port of Ilwaco Marina Master Plan, February 2012

O. Pacific County Hazard Mitigation Plan, June 2010

P. Source Watershed Control Plan, May 2015

Priority Public Facilities and Services Capital Improvements

Goal: Identify capital expenditures for public facilities and services necessary for implementing the land-use element over the next six years.

Policies for Priority Public Facilities and Services Capital Improvements

3.12 Update six-year financing plans for public facilities and services capital projects annually.

3.13 Pursue ratemaking policies that encourage water conservation.

3.14 Water System Six-Year Capital Improvement Plan

Year	Project Description	Estimated Cost	Funding Sources
2015	New 1.0 mgd Treatment Unit	$850,000	DOH grant/Local funds
2016	Sahalee Water Main Replacement	$1,257,900	PWTF
2017	Cook's Hill Road Waterline Extension	$603,000	DWSRF/PWTF
2020	Whealdon Street Booster Station	$133,000	Local funds

3.15 Sewer System Six-Year Capital Improvement Plan

Year	Project Description	Estimated Cost	Funding Sources
2017	Nesadi Drive Sewer Improvements	$336,000	PWTF
2017	Sahalee Sewer System Improvements	$2,199,300	ECY SRF
2017	Reroof wastewater treatment facility	$50,000	Local funds

3.16 Parks Six-Year Capital Improvement Plan

Year	Project Description	Estimated Cost	Funding Sources
2015	Improve access roads & develop parking area, including sidewalks, bike lands, ADA accessible parking	$80,000	Grant
2016	Connect City Park to downtown, Port, & Discovery Trail with signs, sidewalks & bike lanes	$20,000	Grant
2016	Add & improve City Park amenities, including new signage, drinking fountains, dog bag stations, bicycle racks	$5,000-10,000	Donations
2015	Redesign & redevelop City Park layout and facilities	$25,000	Donations
2015	Add & improve Black Lake Park amenities, including new & increased signage, drinking fountains, dog bag stations, bicycle racks, & trash cans	$10,000	Grant
2016	Acquire more of Black Lake Hill and expand Black Lake Park	$200,000-$350,000	Grant
2016	If land acquisition is not possible, secure upper Salamander Trail easement	$30,000	Grant
2017	Improve & expand Black Lake Park trails for mountain biking	$50,000	Donation
2017	Explore making the Black Lake Park core trail ADA accessible	$10,000	Grant & donations
2019	Improve boat launch parking at Black Lake Park	$50,000	Grant
2018	Add more covered picnic areas at Black Lake Park	$15,000	Grant & donations
2015	Develop water source protection plan for Indian Creek Natural Area	$50,000	Grant
2015	Buy out two remaining timber harvest rights to protect water source in Indian Creek Natural Area	$350,000	Grant
2016	Connect Port waterfront to Discovery Trail through designated parking, welcome kiosk, signage, sidewalks, & bicycle lanes.	$500,000	Grant
2015	Build pedestrian & bicycle trail from waterfront to boat launch	$20,000	Grant
2016	Add mileage & restroom location signage along Discovery Trail	$7,500	Grant
2016	Add interpretive signage along Discovery Trail	$4,000	Grant
2015	Study for re-contouring trail between Beards Hollow & Beards Hollow Overlook	$10,000	Grant
2015	Study better connection between Beards Hollow Overlook & Discovery Trail with signs & safer, paved trails	$20,000	Grant
2015	Extend Discovery Trail north from Port, past City Park, over Cooks Hill to SR 101	$273,400	Grant
2018	Protect Lake Holman east of Discovery Trail	$25,000-$100,000	Grant & donations
2015	Develop comprehensive park/trail signage style & use throughout the city	$40,000	Grant & donations
2018	Connect all parks and trails to downtown through way finding signage, trails, sidewalks, & bicycle lanes	$500,000	Grant
2015	Promote Ilwaco's parks, trails, & natural areas with signs, brochures, website, social media, smart phone tours	$50,000	Grant & donations

3.17 Stormwater Six-Year Capital Improvement Plan

Year	Project Description	Estimated Cost	Funding Sources
2015	Ditch rehabilitation: west of 2nd Avenue, East of Eagle St./First Ave., Maryann St./SR 101	$7,000	Stormwater Utility
2015	Willow ditch improvements: Willow St. east of Quaker Ave/Installation of 200 LF of 24-inch pipe	$55,000	Stormwater Utility
2017	Vandalia stormwater improvements design	Unknown	Stormwater Utility

3.18 Public Safety Improvement Plan

Year	Project Description	Estimated Cost	Funding Sources
201	Purchase new or used ladder truck for Fire Department	$450,000 used $930,000 - $1.0M new	Bond issue
2016	Fire Department emergency supplies	$500	General fund
2016	72-hour emergency supply for 20 people at tsunami evacuation point	$5,000	Grant

Funding for Public Facilities and Services

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

Policies for Funding Public Facilities and Services

3.19 Existing development will contribute to correcting deficiencies currently existing in public facilities and services.

3.20 New development shall pay its own way for improvements required under the comprehensive plan.

3.21 Existing and new development will share equally in the cost for new or expanded capital facility improvements that correct existing LOS deficiencies.

3.22 The City will explore a variety of financing mechanisms for existing and new public facilities and services improvements, including state and federal grant assistance.

Coordinating Capital Facilities and Services with Special Use Districts

Goal: Coordinate capital improvement plans with special use districts within the city to ensure adequate facilities and services are concurrent with their growth.

Policies for Coordinating Capital Facilities and Services Plans

3.23 The City will consult with the Port of Ilwaco, Pacific County Public Hospital District No. 3, and Ocean Beach School District #101 to stay aware of their development plans to ensure there are adequate public facilities and services available for delivery of their services.

Siting Essential Public Facilities

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

Policies for Siting Essential Public Facilities

3.24 Essential public facilities include:

A. Multicounty facilities, such as regional transportation facilities, state correction facilities, and state educational facilities;

B. Countywide facilities that serve more than a single jurisdiction, such as county jails, landfills, community colleges, sewage treatment facilities, communication towers, inpatient facilities; and

C. City facilities that primarily serve Ilwaco.

3.25 All essential public facilities are conditional uses within any development district within the city. The proposed siting of an essential public facility shall identify the approximate area where the proposed project could potentially have adverse impacts, (such as increased traffic, public safety risks, noise, glare, emissions, or other environmental impacts) in order to enable the City to determine the project's compatibility with surrounding land uses.

3.26 The City may impose reasonable conditions on an essential public facility necessary to mitigate the impacts of the project, but it cannot adopt development regulations that preclude its siting.

3.27 The proposed siting of an essential public facility must provide early notification and involvement of affected citizens and jurisdictions.

3.28 Essential public facilities must not have any probable significant adverse impact on critical areas, except if no feasible alternative exists.

3.29 Applicants for multi-county or countywide essential public facilities should provide an analysis of the alternative sites considered for the proposed facility.

3.30 Essential public facilities siting within the city shall be consistent with the comprehensive plan and all adopted City ordinances.

4. Transportation Element

This 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 consistent with the land-use element. These goals are supported by the following recommendations as outlined within the Ilwaco "Comprehensive Plan Update Traffic Planning Support Memorandum", December 13, 2019, contained in Appendix A.

Maintaining Existing Transportation Infrastructure

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

Policies for Maintaining Existing Transportation Infrastructure

4.1 Provide for a mix of single-family, duplex, and multifamily housing types in appropriate locations within the city's residential development districts.

4.2 The City will monitor existing arterials and collectors for their adequacy in meeting the demands of increased traffic.

4.3 Work closely with the Washington State Department of Transportation (WSDOT) to monitor traffic along SR 101 within the city to ensure appropriate capacity exists to accommodate increases in traffic demands.

4.4 Encourage heavy commercial and industrial truck traffic on SR 101 to use the Elizabeth Avenue-Howerton Way-First Avenue couplet to access the Port of Ilwaco through improved signing.

4.5 Promote the use of the Alternate SR 101 to relieve traffic congestion in Ilwaco through improved signing.

4.6 Reduce traffic congestion at Spruce Street and First Avenue by adding turn lanes.

4.7 Implement a program to facilitate safe bicycle routes that connect major interest points in the city to ensure rider safety. See Figure 3 of the "Comprehensive Plan Update Traffic Planning Support Memorandum".

4.8 Implement a program to improve pedestrian safety by infilling areas with accessible sidewalks and pedestrian ramps in accordance with the Americans with Disabilities Act (ADA), prioritizing routes between downtown and the Port of Ilwaco. See Figure 2 of the "Comprehensive Plan Update Traffic Planning Support Memorandum".

4.9 Implement a program to retrofit existing sidewalks and pedestrian ramps to be accessible in accordance with the ADA. See Figure 2 of the "Comprehensive Plan Update Traffic Planning Support Memorandum".

4.10 Improve the safety of the intersection of Cooks Hill Road and SR 101.

4.11 Support continued funding for the maintenance of the Baker Bay channel leading to the Port of Ilwaco and the Coast Guard station.

4.12 Work with Pacific Transit to monitor ridership needs and identify system expansion opportunities between Ilwaco and Long Beach and other destinations within the county.

4.13 Work with the WSDOT to include traveler amenities on SR 101 and SR 100, such as restrooms, visitor information kiosks, and pull-offs.

4.14 Work with the Port of Ilwaco to monitor air travel associated with the Port of Ilwaco Airport and support improvement as use demands.

4.15 Travel Demand Management: Implement a program to require short-term vacation rentals such as AirBnB or VRBO, hotels, inns, RV parks, motels, and local restaurants to provide options for alternative modes of transportation. This can include pamphlets and public announcements provided by the City detailing the bicycle and pedestrian options in and around the city, transit passes for local bus services, or bicycles to ride around the city.

New Transportation Infrastructure

Goal: Design and implement safe transportation improvements that are consistent with the goals and policies of the land-use element.

Policies for New Transportation Infrastructure

4.16 All land uses shall provide safe access to a public street.

4.17 Extensions and new city arterials shall meet LOS D or better and collectors shall meet LOS C or better.

4.18 The City should collaborate with large lot private landowners west of First Avenue to develop a general street design system for the area to ensure future access for all properties.

4.19 The City will require new development to extend public streets and sidewalks to ensure safe and efficient circulation throughout the city for pedestrians, bicycles, and motor vehicles.

4.20 All new streets shall be capable of accommodating emergency service vehicles.

4.21 Update the City's Unified Development Ordinance to provide appropriate street, sidewalk, and bicycle design standards, including adopting the most recent Standard Specifications for Public Works Construction published by the American Public Works Association.

4.22 Facilitate pedestrian and bicycle improvement projects to improve facility connectivity within the city and to regional facilities to promote an increase in the physical activities of citizens.

4.23 Participate in and coordinate transportation planning, infrastructure improvement needs, and funding opportunities with the Southwest Washington Regional Transportation Planning Organization, Pacific County, the City of Long Beach, and WSDOT.

4.24 Concurrency: Develop a strategy for implementing a concurrency policy that meets the goals of the Growth Management Act and identifies when development is required to support transportation related improvements and mitigate deficiencies in the existing transportation system created by increases in traffic due in part or in whole by those developments.

4.25 The City should implement bicycle and pedestrian facility improvements included in the Comprehensive Plan Update Traffic Planning Support Memorandum, December 13, 2019, contained in Appendix A.

Allocating Costs for Transportation Improvements

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

Policies for Allocating Costs for Transportation Improvements

4.26 Property owners in established areas of the city will contribute to the cost of correcting street and sidewalk deficiencies. See Figures 2 and 3 of the "Comprehensive Plan Update Traffic Planning Support Memorandum".

4.27 Developers will be responsible for the cost of new street(s) and sidewalk(s) that solely benefit their development.

4.28 Existing users and new development may share equally for expanded streets and sidewalks that benefit all residents and businesses. See Figures 2 and 3 of the "Comprehensive Plan Update Traffic Planning Support Memorandum".

4.29 Public expenditures for streets will be based on the following priorities:

A. Remedy an urgent or emergency condition which is dangerous to public health or safety;

B. Correct existing deficiencies that result in transportation facilities falling below the established LOS standard;

C. Meet the needs of planned growth; and

D. Add desirable new streets or amenities.

4.30 Capital expenditures for streets will conform to the City of Ilwaco's adopted comprehensive plan.

4.31 The City will explore a variety of financing mechanisms for improving streets and sidewalks.

Priority Street and Sidewalk Improvements

Goal: Adopt six-year transportation improvement plans for street and sidewalk construction that are consistent with the land-use element.

Policies for Priority Street and Sidewalk Improvements from 2016 to 2021

4.32 Six-Year Transportation Improvement Plan

Priority / Year	Street	Project Description	Class	Estimated Cost	Funding Sources
1 2019	Captain Gray Drive	Chip seal Capt. Gray Dr. from beginning at Stringtown Rd to the 7200 block of Ortelius Drive. Also incorporate the cul-de-sac's of Chattam Way, Rochelle Way, Delta Way, Glenmorag Way, and Ortelius 7200 block. Finally, finish with Scarboro Lane N and S. Add storm drains at all possible locations.	Local	$446,000	TIB, local
2 2020	Cooks Road NE	Rebuild hazardous intersection with SR 101	Local	$523,000	TIB, local
3 2019	Quaker Avenue N	N Cedar Street to Whealdon Street. Chip Seal access road to City Center Reservoir	Local	$354,000	TIB, local
4 2020	Hilltop School Route, Advent Avenue N	Pave and add sidewalks to Advent Ave. beginning at Spruce Street North to Fir Street.	Local	$506,000	TIB, local
5 2022	Adelia Avenue	Begin paving at SR 101 cutoff (Spruce Street E) to Adelia Ave. From Adelia Ave to Lake Street E	Local	$832,200	TIB, local
6 2023	Pearl & Myrtle Avenues	Pave Pearl Ave from Spruce to Howerton & pave Myrtle Ave from Spruce to Lake. Chip Seal Myrtle Ave from Spruce end to Main	Local	$389,000	TIB, local
7 2022	Miscellaneous chip seal	Advent, Myrtle, Ash, Eagle, Main SE, & Pearl	Local	$26,064	Local
9 2023	Discovery Trail Extension	Extend the Discovery Trail from Main Street to Cooks Hill	Pedestrian/ Bicycle	$2,074,000	State Ped/ Bike
10 2024	Main St. SW	Repair sloughing street and connect to Discovery Trail	Local	$53,100	TIB, local
11 2022	Sidewalk improvements	Repair various city sidewalks	Various	$20,000	TIB

5. Utilities Element

This element addresses the utilities provided by special use districts and private providers. It assures that these key services will be available to growth in a manner consistent with the land-use element as projected growth happens. The main utility providers in Ilwaco supply electrical and telecommunications services.

Planning and Locating Utilities

Goal: Maintain ongoing and cooperative partnerships with utility providers to assist in facilitating the reliable delivery of electricity, telephone, and cable services in the city in an economical manner that respects the aesthetic character of the neighborhood and commercial development districts.

Policies for Planning and Locating Utilities

5.1 The location of public and private utility transmission facilities lines should be in public rights of way.

5.2 New subdivisions will be required to have underground utilities.

5.3 The City will require dedication of all new rights of way to provide adequate land for location of utility lines for all utility providers.

5.4 The City will encourage utility providers to move overhead lines underground as part of street, sewer, water, and storm drainage projects.

5.5 The City will assure timely notification to utility providers of street construction and maintenance of existing rights of way.

5.6 Utility providers shall complete restoration of rights of way to City street standards in a reasonable period to assure public safety.

5.7 Major utility corridors should be located outside the current city limits.

5.8 The City will notify all utility providers of pending updates to the comprehensive plan and/or development regulations that will affect providers.

6. Sustaining the Comprehensive Plan

This section explains how the City will protect private property rights, engage its citizens in planning, monitor the plan's progress, and make plan amendments. This element includes a strategy for involving citizens in the planning process for updating the plan and developing regulations.

Engaging Citizens for Better Community Decisions

Goal: Ensure effective community planning by encouraging active citizen participation in the land-use decision making process.

Policies for Engaging Citizens in Planning

6.1 The Planning Commission shall schedule regular meetings to listen to community concerns.

6.2 The Planning Commission shall hold an annual spring meeting to review planning progress and discuss ideas for change.

6.3 Use the City's website to share information about plans and projects available to citizens in advance of any meetings.

6.4 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.

6.5 Provide citizens at least 14 days' official notice of all public hearings on permit applications, plan amendments, or changes to land development regulations.

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

6.7 Report to the community how their comments influenced decisions.

Protecting Private Property Rights

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

Policies for Protecting Private Property Rights

6.8 The City will prevent unlawful taking of private property by following the State of Washington, Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property, published in December 2006 by the State of Washington Office of the Attorney General.

6.9 The City will respect rights of property owners when considering new changes or revisions to the comprehensive plan and/or development regulations.

6.10 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.

Interjurisdictional Planning

Goal: 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.

Policies for Interjurisdictional Planning

6.11 The City shall make an ongoing commitment to joint planning with Pacific County, other county municipalities, and special purpose districts.

6.12 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.

6.13 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.

6.14 The City will support creative private sector projects of a regional nature that offer employment opportunities and diversification of the regional economic base.

6.15 The City will consider relevant Countywide Planning Policies as it makes land-use decisions and prepares development plans and policies.

Monitoring the Comprehensive Plan

Goal: Conduct an annual evaluation of the comprehensive plan to evaluate its effectiveness and consistency with the GMA and community development needs of the community.

Policies for Monitoring the Comprehensive Plan

6.16 The Planning Commission shall be responsible for evaluating the comprehensive plan in January of every year.

6.17 If the Planning Commission approves by majority motion that there should be changes to the comprehensive plan, it shall forward a recommendation to the City Council no later than the first Council meeting in February.

6.18 The Planning Commission recommendation 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.

Amending the Comprehensive Plan

Amendments to the comprehensive plan may occur only once annually. 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) an Ilwaco citizen or property owner may initiate a plan amendment upon submittal of a complete application.

The following procedures shall guide the comprehensive plan amendment process:

1. The City Planner 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.
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.
3. The City Planner will transmit all applications and motions to the Planning Commission one-week before its March meeting.
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 Planner 14 days before the April meeting. The City Planner will forward it to the Planning Commission no less than seven days before the April meeting.
5. The City Planner will provide public notice of the hearing in accordance with RCW 35A.63.070.
6. The Planning Commission will conduct public hearings for all complete comprehensive plan amendments at its April meeting.
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 to approve, approve with modifications or deny each amendment request by preparing findings of fact that consider the following criteria:
    A. The amendment conforms to the requirements of the GMA, is internally consistent with the Countywide Planning Policies, and is consistent with any interlocal planning agreements;

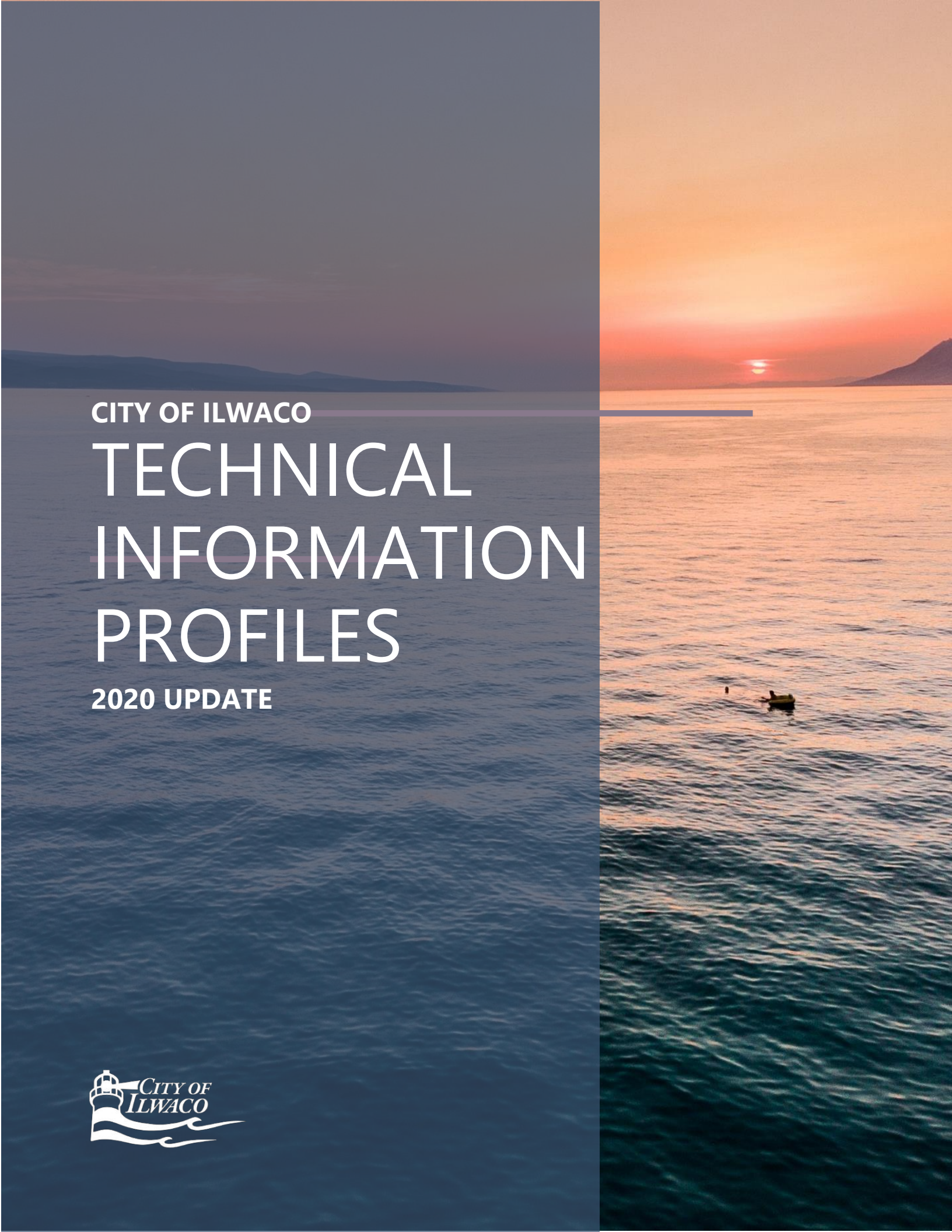
B. The amendment indicates changed conditions that show a need for the amendment;

C. The amendment will not conflict with or will facilitate other comprehensive plan goals and policies;

D. The amendment addresses changing circumstances, changing community values, or corrects or updates information in the comprehensive plan; and

E. The amendment will not reduce the LOS standards for public facilities and services, reduces critical areas protections, or adversely affect the public health, safety, or general welfare of the community.

8. The Planning Commission shall submit a recommendation with findings of fact for each comprehensive plan amendment to the City Council no later than its first meeting in September.
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.
10. The City Council shall decide to approve, approve with modifications, or deny a comprehensive plan amendment based upon the approval criteria in #7 above.
11. The City Council will make a decision on all comprehensive plan amendments no later than the last meeting of November.
12. Before final adoption by ordinance of any changes to the comprehensive plan, the City Planner shall submit a copy of the proposed changes to the Department of Commerce and other agencies with jurisdiction for review and comment in accordance with RCW 36.70A.106. State agencies have 60 days upon receipt of the copy to conduct their review and provide comments on the proposed changes. Once the City receives state agency comments, or if state agencies provide 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 amendments.
13. The City shall forward copies of the ordinance adopting comprehensive plan amendments to the Department of Commerce and Pacific County.



CITY OF ILWACO

TECHNICAL INFORMATION PROFILES

2020 UPDATE

CITY OF ILWACO

Land-Use Profile

Location

The city of Ilwaco is located in Pacific County on the southern end of the Long Beach Peninsula. The Peninsula, extending approximately 23 miles north of the city, boasts that it is the longest sandpit peninsula along the Pacific Coast of the contiguous United States. The city lies near the mouth of the Columbia River, adjacent to Baker Bay. The incorporated city limits comprise 2.06 square miles of land and 0.31 square mile of water.

Community History

The first known inhabitants of the Ilwaco area were Chinookan Native Americans. In the late 1700s, visiting English, Spanish, and French explorers came to this part of the Pacific Northwest looking for the Northwest Passage. Americans Meriwether Lewis and William Clark arrived in 1805. In less than 10 years, the reports of Lewis and Clark attracted fur traders, missionaries and, eventually, European American settlers to the area.

The first recognized settlement in the Ilwaco area occurred in 1848 when Captain James Johnson secured a land claim and built a home. By the late 1860s, Ilwaco became a major stop for stagecoach and ferry routes between Astoria, Oregon, and settlements on Puget Sound. The town's original name was Unity in celebration of the conclusion of the Civil War. Eventually, the name changed to Ilwaco, the Anglicization of the Chinookan Native American name Elowahka Jim. Rail service replaced the stagecoaches in 1889. The Ilwaco Beach Station, also known as the Klipsan Beach Life Saving Station, came about that same year to provide rescue services off the mouth of the Columbia River, one of the most treacherous river bars in the world.

Fishing became a major economic contributor to the local Ilwaco economy, with gill nets and fish traps capturing enormous quantities of fish for the cannery industry. Logging and cranberry production also played a major part of the economy. Eventually the North Beach peninsula became a major vacation destination in the early 1900s for visitors from Portland.

Today, Ilwaco still has a strong connection to water, serving as a homeport for commercial and recreational fishers and processors. Tourism also remains a major component of its economy; Cape Disappointment State Park and the Long Beach Peninsula are popular vacation spots. The U.S. Coast Guard Station Cape Disappointment southwest of the city is the largest search and rescue station on the northwest coast.

Physical Description

Topography

The city of Ilwaco is located at the top of Baker Bay at the mouth of the Columbia River estuary. The main portion of the city generally is flat and bordered by hillier sections to the east and west. The elevation of the main part of the city is approximately 11 feet while the terrain to the east rises to 125 feet and 250 feet in the western portion.

Geology and Soils

The underlying geology of the city reflects its topographical features. In the flatter areas of the city, the geology is a mix of quaternary alluvium consisting of clays, silts, sands, peat, and muck. Tertiary volcanic rocks peak in the Nesadi Drive vicinity while tertiary marine sedimentary rocks are predominant in the Discovery Drive and east of Quaker Street.

Soils in the downtown and waterfront areas of the city consist of Udorthents. These are deep, moderately drained soils 0 to 2% in grade. To the west lie Palix silt loam soils that are deep, well-drained soils on grades of 8 to 30%. Lebam silt loam soils are south of North Head Road and south of Black Lake. These soils are also deep, well-drained soils on 5 to 30% slopes. A small pocket of Salzer soils is near the City Park, a poorly drained soil that tends to encourage ponding. The major soil types at the eastern end of the city consist of Westport fine sand, Yaquina loamy fine sand, and Ocosta silty clay loam. These soils typically drain poorly and are common to floodplains.

Geologically Hazardous Areas

The primary geologic hazards in Ilwaco consist of tsunami inundation, liquefaction, landslides, and fault lines (see Figure 1). Tsunami inundation projections show an event having the greatest effect on the port, downtown, and eastern areas of the city. The same areas show indications for moderate to high susceptibility for liquefaction. There are two geologic fault lines, one running the length of the city's waterfront and another that runs roughly parallel to Discovery Drive. Landslide potential is greatest along Robert Gray Drive.

Surface Water

Surface water resources within city limits include Baker Bay along the Columbia River, Black Lake, the Wallacut River, and the Pacific Ocean. The main channel of the Columbia River is three miles south of the city shoreline. Black Lake is approximately 32 acres in area. The Wallacut River is a low-gradient stream at the eastern end of the city.

Figure 1. Geological Hazardous Areas

There is a variety of significant upland and tidal wetlands distributed throughout the city (see Figure 2). Estuarine and marine wetlands exist along the shoreline east of the port to the city limit boundaries. Large freshwater, forested/shrub wetland complexes are found along the Wallacut River, east of Ortelius Drive, the north end of Black Lake, and on the Washington State Park land leading to the ocean beach. Three large freshwater emergent wetlands exist in the city; one is south of North Head Road and the other two lie east and west of First Avenue North near the hospital. Small freshwater emergent wetlands continue from forested/shrub ones in the eastern section of the city.

Figure 2. Wetlands

Frequently Flooded Areas

The Vandalia development at the eastern end of the city has the greatest potential for flooding, according to the 2013 Preliminary Flood Insurance Rate Maps (FIRM). Periodic flooding from the Wallacut River contributes to inundating this low-lying area during periods of high stream flows and tides. Undeveloped tidelands along the Baker Bay shoreline are also prone to flooding (see Figure 3).

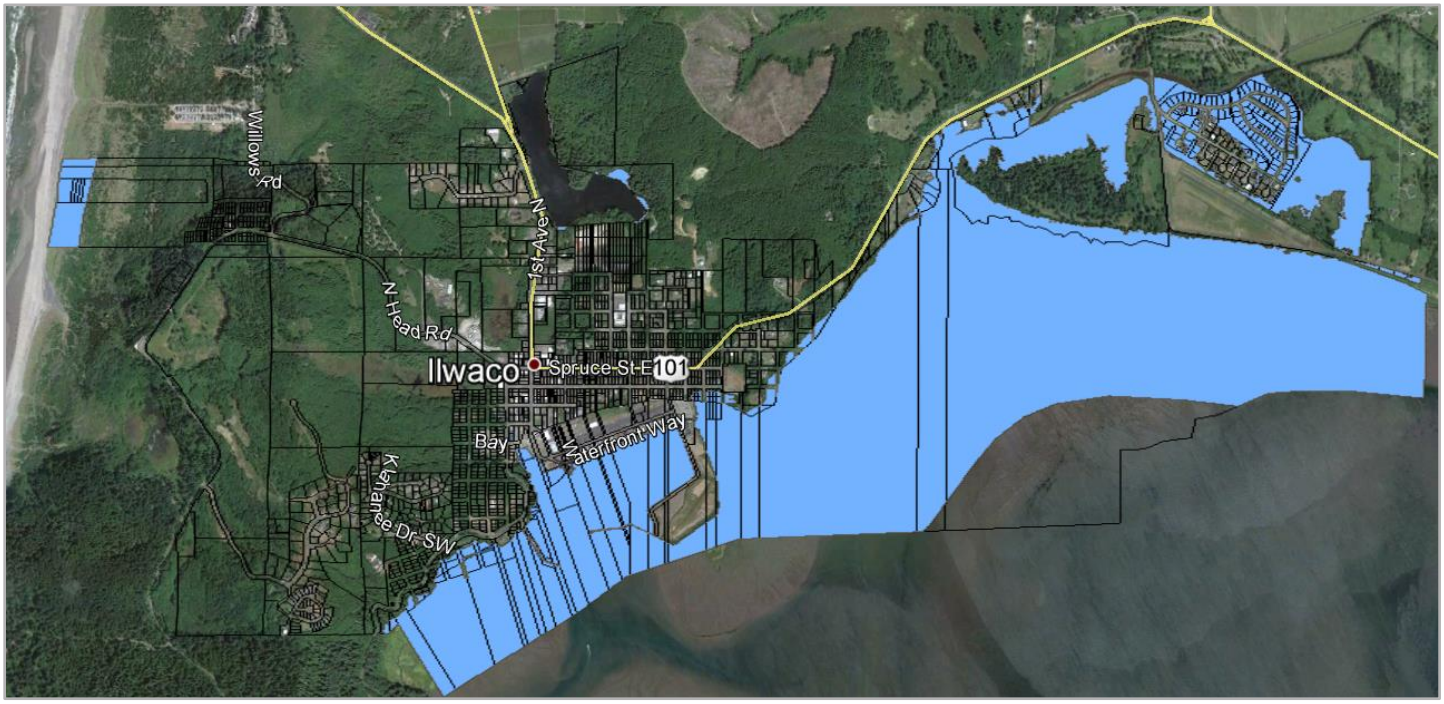


Figure 3. Frequently Flooded Areas

Groundwater and Aquifer Recharge

Groundwater aquifers in the Ilwaco area are in terrace and upper and lower marine sand deposits. These are relatively shallow lenses that are prone to nonpoint source pollution and potential saltwater intrusion. Previous test wells drilled by the City in 1984 found these water sources unsuitable for a municipal water supply. Large wetlands in the city and the surrounding area are likely recharge points for these aquifers.

Fish and Wildlife Habitat

Ilwaco has a range of important fish and wildlife habitat areas that includes the Columbia River, estuarine intertidal areas, wetlands, streams, and forestland. The Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) database indicates that special upland species in the city include regular concentrations of Roosevelt elk and breeding areas for marbled murrelet and bald eagle. Other common wildlife species, such as deer, birds, and small mammals are distributed throughout the city.

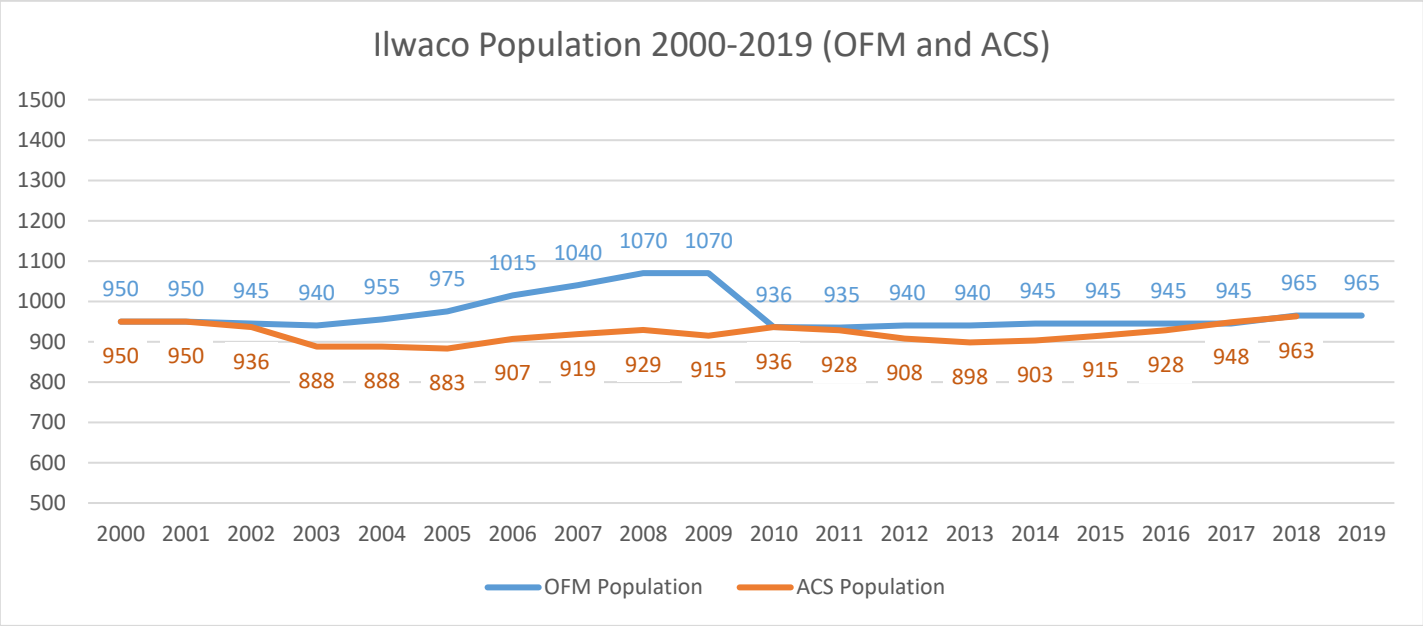
The PHS database shows that Baker Bay has large concentrations of resident and migratory waterfowl. The WDFW SalmonScape database shows that fall chum, coho, and winter steelhead use the Wallacut River. Baker Bay and the Columbia River are significant migratory routes for large numbers of returning salmonid species, with the intertidal areas serving as important areas for juveniles rearing and feeding.

Vegetation

Vegetation in the city consists of forest understory, typified by dense growths of salal and ferns, salmonberry, elderberry, Devil's club, and skunk cabbage in the lowlands. Forested areas consist of Douglas fir, red cedar, western hemlock, Sitka spruce, broadleaf maple and red alder. Intertidal areas of Baker Bay are low, brackish water marshes dominated by Lyngby's sedge and sparse distributions of eelgrass.

Past and Current Population

The Washington State Office of Financial Management (OFM) estimates that the 2019 population of the City of Ilwaco is 965. The table below shows the population increase in Ilwaco since 2000. According to the OFM data, Ilwaco has experienced a growth rate of 0.09% since 2000 and added 15 people.[7]



Demographic Profile

Compared to the state as a whole, the city of Ilwaco has an older population, smaller average household size, and is less racially diverse (see Table 1).

Table 1. Ilwaco Demographic Profile

Demographic	Ilwaco	Washington
Median age	48.0	37.6
Percent of people under 18 years	20.6	22.5
Percent of people over 65+ years	22.8	14.4
Average household size	2.98	3.1
Race as percent of population:		
• White	95.3	76.7
• Black or African American	2.0	3.7
• Asian	0.0	8.1
• American Indian/Alaska Native	3.6	1.3
• Two or more races	4.7	5.5
• Hispanic or Latino	1.7	12.3

Source: *2013-2017 ACS 5-year Estimates*

The resident birth rate per 1,000 in Pacific County is 8.0, which is comparatively lower than the statewide average of 12.6. Conversely, the resident death rate per 1,000 in Pacific County is 13.8 per 1,000 as opposed to 13.8 statewide. This data implies that population increases in the county as a whole result from in-migration rather than natural increase.

Population Growth Analysis and Projection

OFM reports the 2018 population in Ilwaco as 965, which is a 2.12% increase from 2017. Using the 2000 to 2018 population counts from OFM, the annual average growth rate for Ilwaco has been 0.09%. Over the period 2010 to 2018, the annual average growth rate has increased to 0.38%. These numbers (0.09% and 0.38%) are considerably lower than the growth rate used in Pacific County's comprehensive plan (22.8%), but more accurately reflect the reality that Ilwaco has seen little growth since 2000.

[7] 2000-2019, Office of Financial Management

Table 2 shows two sets of Ilwaco population projections, using data from the American Community Survey (ACS) and OFM. The 2010 to 2018 average annual growth rate from both sources was used for these projections (0.36% and 0.38%). It is possible that population growth could more closely reflect the 2000 to 2018 average annual growth rate (0.09% per OFM); however, using the higher growth rate allows the City to evaluate the greatest potential need for buildable lands. Ilwaco is projected to have 1,049 residents in 2040, an increase of 84 residents at the end of the 20-year planning period, using the highest growth rate of the two sources (OFM at 0.38%).

Table 2. City of Ilwaco Population Projections

Year	ACS Annual Growth Rate (0.36%)	OFM Annual Growth Rate (0.38%)
2019	966	969
2020	970	972
2025	987	991
2030	1005	1,010
2035	1023	1,030
2040	1041	1,049

Source: *ACS 2011-2018 Population Estimates and OFM*

Given the median age of Ilwaco residents (48), increases in the city's population will likely depend primarily on in-migration rather than births. The percentage of people 18 years and younger, which is lower than the state average, further supports this assumption. Predicting population increases on in-migration is more difficult because of its relationship to various economic factors outside of the control of the community, such as national recessions and expansions.

However, the city will likely see a part-time or seasonal population increase over time because of its ongoing attractiveness as a vacation destination, relatively affordable housing, and proximity to the Long Beach peninsula. Housing data suggests that there has been an increase in housing units at a rate exceeding the normal resident population growth rate (see Housing Element Profile). The 2000 U.S. Census reported the number of homes used for seasonal, recreational, or occasional use comprised 10.1% of all housing units. In 2010, the U.S. Census reported that this figure grew to 13.8% of all housing units in the city, or 78 out of 567 homes.8 This increase represents the growing popularity of Ilwaco as a second home/vacation community, a trend representative of this area of the county. Over time, some of these part-time residents may transition to full-time residents if services are available to serve their needs.

[8] This compares to 32.4% for the county, 45.2% for Long Beach, and 3.1% for the state

Distribution of Land Uses

Table 3 shows data from the Pacific County Assessor's Office (2019) regarding the distribution of land reflecting the state Department of Revenue land-use codes. The table shows how land within the City is assessed, while Table 4 shows the land distribution by zoning category. Although they give some indication, assessor's categories are not equivalent to existing land use. For example, the entirety of the Port of Ilwaco is considered public lands and is listed as "exempt property" in the Table 3, rather than industrial.

Table 3. Pacific County Assessor Codes (2019)

Demographic	Acres	Parcels	Total Area
Residential			
Single-family residential	176.2	633	8.8%
Residential, 2 to 4 units	1.2	6	0.1%
Residential, 5 or more units	3.0	5	0.2%
Residential, condominium	0.3	4	.01%
Residential, manufactured home park	68.8	48	3.4%
Residential, vacation & cabin	2.9	6	0.1%
All other residential	9.3	46	0.5%
Residential Subtotal	261.7	748	13.1%
Commercial, Trade, Services, & Recreational & Services	24.9	66	1.2%
Agricultural-related land uses	2.4	3	0.1%
Fishing-related land uses	8.4	11	0.4%
Designated forest land	84.5	10	4.2%
Public lands (tax exempt)	1,183.4	395	59.3%
Undeveloped land	429.9	2	21.5%
Water	0.3	2	0.02%
Unknown	0.7	4	0.03%
TOTALS	1996.2	1,700	100.0%

Source: *Pacific County Assessors Data, 2019, Mark Scott*

The City of Ilwaco classifies land into ten zoning districts (see Table 4).

Table 4. City of Ilwaco Zoning Districts

Zoning District	Acres	Total Area
Single-Family Residential (R-1)	227.7	19.9%
Single-Family Residential – Manufactured Home (R-1S)	18.0	1.6%
Multifamily Residential (R-2)	9.5	0.8%
Resort Residential (R-3)	446.9	39.1%
Recreation Residential (R-4)	112.2	9.8%
Recreation (R-5)	79.0	6.9%
Core Commercial (C-1)	20.7	1.8%
Low-Density Commercial (C-2)	124.7	10.9%
Light Industrial (M-1)	17.2	1.5%
Park (P)	86.6	7.6%
TOTAL	1,142.5	100.0%

Source: *City of Ilwaco 2019 Zoning GIS Data, Mark Scott*

Residential Lands

Single-family homes constitute the largest developed land use category within the city of Ilwaco. The most compact residential area is within the older portion of the city within the Single-Family (R-1) District. The residential density within this area is approximately eight units per acre based on the zoning standard for a minimum lot size of 6,000 square feet.

Newer developments, including the Coastal Ridge, Discovery Heights, the Vandalia, and the Sahalee subdivisions, have lesser densities of approximately four to six units per acre. Other single-family homes are scattered along Highway 101 towards the Vandalia area. Multifamily residential development is limited, primarily located along Spruce Street and North First Street.

Commercial and Industrial Lands

Most commercial uses within the city of Ilwaco are within the downtown and along the Port of Ilwaco's waterfront. The city has a relatively compact, older downtown core surrounded by a larger low-density residential and mixed-use area. Directly south of the downtown area is the Port of Ilwaco, which includes a seafood cannery, an 800-slip marina, a ship repair facility, restaurants, retail, and services.

The city has a range of commercial uses that include retail shops, personal and professional services, dining establishments, and tourist accommodations. Many of these commercial uses depend on area tourism, especially catering to visiting fishers. Commercial tourism and recreational developments, such as hotels and recreational vehicle parks, are in both commercial and residential areas.

The majority of the industrial uses are located on Port of Ilwaco property by the waterfront. These uses include the boat repair yard, fish processing facilities, fuel-related activities, and other repair and storage facilities. Other industrial uses, including repair facilities, are located along Road 100 (North Head Road,) just west of First Street.

Public and Tax-Exempt Lands

Major public uses in Ilwaco serve the transportation, educational, governmental, recreational, and health care needs of area residents and visitors. Educational facilities include Ocean Beach School District's Ilwaco middle and high schools and the Grays Harbor College Columbia Education Center. The City operates park facilities that include Ilwaco City Park and Black Lake Park. The Ocean Beach Hospital provides a full range of health care needs to the southern Pacific County region.

Natural areas comprise a very large portion of public or tax-exempt lands within the city limits. The Washington Departments of Natural Resources and Fish and Wildlife own most of the large tidelands in Baker Bay. The Washington State Parks and Recreation Commission has a large ownership in the northwest corner of the city that extends to the ocean beach. The Columbia Land Trust owns a large 108-acre wetland complex at the mouth of the Wallacut River.

Undeveloped Lands

Ilwaco has a large base of unplatted land as well as vacant subdivided parcels located west of Second Avenue and on both sides of North Head Road. This area of the city offers significant residential development potential in the future. Currently, the largest land holdings in this area are designated forestlands. There are also undeveloped lands and large residential lots east of Mary Ann Avenue NE that provide potential for future residential development if landowners choose to develop.

Future Land Demand

Based on the projected growth rates, Ilwaco has an adequate supply of land within the current city limits to accommodate future needs for residential, commercial, industrial, and public lands over the next 20 years. The county's comprehensive plan and countywide planning policies have set the boundary of the City of Ilwaco's urban growth area at its current city limits. The county's 2012 buildable lands analysis indicates a surplus of 249 acres in the city after accommodating all future growth over the next 20 years.[9] The 249 acres identified in the Pacific County buildable lands analysis is able to accommodate Ilwaco's projected growth based on the OFM/ACS projection for 2040 included in this plan. The Future Land Use map for Ilwaco is included as Exhibit A.

Residential Land Needs Analysis

Given a gain of approximately 84 residents by 2040, and if the average household size remains stable at 2.98 people per household, the city will experience a residential demand of approximately 28 new housing units to serve future residential growth. Currently, single-family homes, including manufactured housing, account for 85% of all housing units in the city. This translates to a need for approximately 24 single-family units and 4 multifamily units.

Residential Zoning in Ilwaco sets single-family residential densities at 7 dwelling units per acre (7.26 units/acre at 6,000 square foot lot size minimum). To accommodate 24 single-family units, the city will need approximately 3.5 acres. Considering the multifamily residential density of 25 dwelling units per acre, about 0.16 acre would accommodate the estimated 4 multifamily units. Given the significant amount of land in the city identified as undeveloped and designated forestland, the city has an adequate land supply to accommodate this growth. In addition, the growth of accessory dwelling units, the construction of condominiums, and the reuse of second story commercial buildings for residential purposes will have some impact on reducing the area for residential land demand.

Commercial Land Needs Analysis

Future commercial growth in Ilwaco likely will focus on small retail trade, services, maritime related commercial, and tourism. Redevelopment of the downtown core and continued development on Port of Ilwaco properties will likely be the areas that emphasize or attract this growth. Based on the buildable lands analysis conducted by Pacific County and the potential for redevelopment in the downtown core, adequate commercial land is available. Analysis of buildable lands for commercial uses should be evaluated more after the County has prepared an update to the buildable lands analysis. Ilwaco lacks adequate vacant land along arterials in the city to accommodate larger-scale commercial development.

Extending commercial lands beyond the current city limits is problematic. Extensive wetland complexes to the north and east of Ilwaco along Highway 101 render these areas unsuitable for commercial development.

Tourist related accommodations of a larger scale, such as motels, resorts, campgrounds, and recreational vehicle parks, have ample growth opportunity on undeveloped parcels in the Resort Residential Development (R-3) District.

Industrial Land Needs Analysis

The potential for future industrial growth within the city is limited. Based on their locational requirements, medium- to large-scale industries prefer larger acreage and relatively flat parcels, which are currently are not available in the city. As noted under the commercial land needs analysis, lands situated to north and south of the city limits have severe development constraints due to wetlands.

Projected future industrial growth within the city will focus on Port of Ilwaco properties and remain relatively small in scale. The available land at the Port and 249 acres identified by the Pacific County buildable lands analysis indicates there is adequate land available for industrial land uses.

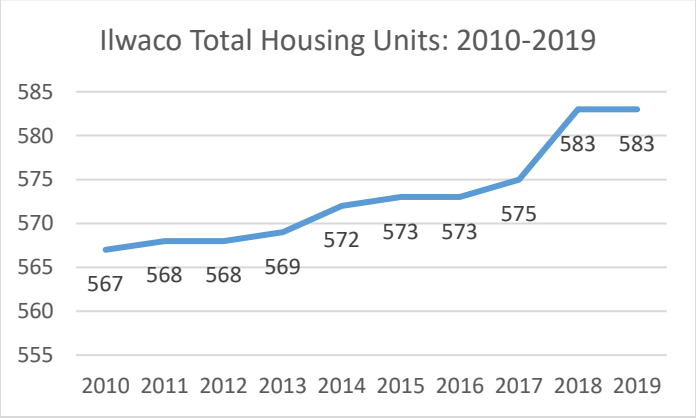
Public Land Needs Analysis

Lands needed to accommodate public uses in the future primarily center on parks, schools, and medical services. At current growth projections, there is an adequate land supply within the city to serve expansion needs.

[9] Pacific County Resolution No. 2012-022. 2012 Comprehensive Plan Amendment (UGAs). April 12, 2012. https://co.pacific.wa.us/ordres/RES%202012-022%20COMP%20Plan%20amendment.pdf

Housing Profile

The Office of Financial Management (OFM) reports that between 2010 and 2019 Ilwaco saw a 2.8% increase in housing units, increasing by 16 units to an estimated total of 583 units. As shown in the figure below, the greatest amount of growth took place in 2017 to 2018.



Source: *Office of Financial Management, Forecasting and Research Division, Postcensal Estimates of Housing Units, April 1, 2010 to April 1, 2019*

The 2.8% increase in housing between 2010 and 2019 exceeded the population growth rate during the same period, as the population shrank from 1,070 to 965 (a decrease of 9.8%). This suggests that Ilwaco is having more houses built by nonresidents. A possible contributing factor is the increase in the number of vacation homes serving part-time residents.

The OFM annual estimate shows that the city of Ilwaco has 583 housing units as of April 2019. Single-family homes comprise the majority of these housing units (69%), followed by manufactured homes (17%) and multifamily dwellings (14%).

The following table illustrates the housing characteristics provided by the 2010 U.S. Census.[10]

Compared to statewide data, vacancy rates in Ilwaco are much higher (9.2% versus 21.9%). However, the percentage of vacant units for sale or rent are similar. This is another indicator of the large number of part-time residents in the city.

The 2013-2017 American Community Survey indicates that the median owner-occupied home value is $186,500. According to the Washington Center for Real Estate Research, the median house price in Pacific County in the third quarter of 2019 was $213,000, up from $157,500 in the third quarter of 2015 (last comprehensive plan update)[11]. The Washington Center for Real Estate Research also provides quarterly reports on their housing affordability index (HIA) for counties in Washington. The HIA measures the ability of a middle-income family to carry the mortgage payments on a median price home. Higher HIAs indicate housing is more affordable, and when the HIA is 100 there is a balance between a family's ability to pay and the cost. In 2019, the HIA for the county was 129.5 for all homebuyers and 94.8 for first-time homebuyers. In the state, the 2019 HIA was 109 for all homebuyers and only 79.8 for first-time homebuyers. These statistics indicate that housing in the county as a whole, and likely within Ilwaco as well, is more affordable for homebuyers than statewide. The HIA for Pacific County in 2015 was 185.8 for all homebuyers and 92.4 for first-time homebuyers, indicating that housing affordability in Pacific County has decreased since 2015. The U.S. Housing and Urban Development (HUD) 2019 fair market rent for a two-bedroom unit is $909 in Pacific County.12 That is an increase of 18.5% from $767 in 2015.

Housing Characteristic	Number	Percent
Total housing units:	567	100
• Occupied housing units	443	78.1
• Vacant housing units	124	21.9
• Vacant housing units for sale	14	2.5
• Vacant housing units for rent	20	3.5
• Owner-occupied housing units	289	65.2
• Owner-occupied home without debt	101	22.8
Renter occupied housing units	154	34.8
Owner-occupied housing units with age of householder 65 years or older	105	36.3
Renter-occupied housing units with age of householder 65 years or older	38	24.7
Structures built 1939 or earlier	261	42.5
Median monthly mortgage costs	$1,300	X
Median monthly rental costs	$823	X
Households paying more than 30% of income for housing costs:		
• All owner-occupied households with mortgage	65	42.2
• All renters	120	57.2
Homes for seasonal, recreational, or occasional use	78	13.8

Source: *U.S. Census Bureau, 2010 Census*

[10] 2010 Census data is the most cumulative dataset available for housing. As new data becomes available from the 2020 Census, the city will be better situated to have a more thorough analysis of this element.

[11] http://realestate.washington.edu/research/wcrer/housing-reports/

[12] FY 2020 Fair Market Rent Documentation System, The FY 2020 Pacific County, WA FMRs for all Bedroom Sizes, Department of Housing and Urban Development

Public Facilities and Services Profile

Water System

The City of Ilwaco operates its own water system. The system provides water within the city limits and to some customers outside the city limits to the east along the transmission line from its source at the Indian Creek Treatment Plant. The system also provides water to Cape Disappointment State Park and the US Coast Guard Station Cape Disappointment.

The system relies on surface water outside of the city in Pacific County. The system uses water from Indian Creek, a tributary of the Bear River. A dam on the creek impounds approximately 847 acre-feet over a 35-acre reservoir. The design of the treatment plant is to treat and pump a maximum projected flow rate of 1.5 million gallons per day. The system maintains an intertie with the City of Long Beach water system. The treatment system currently can meet the maximum daily demand for a 20-year demand.

The system relies on four active storage reservoirs: Two City Center reservoirs (760,000 gallons total), the Indian Creek reservoir (159,000 gallons), and the Discovery Heights reservoir (400,000). The Indian Creek Storage reservoir currently is the only deficiency in storage capacity within the system. There are also six booster pumps to meet peak demands in the service area.

The distribution system has 86, 520 lineal feet of water lines. The installation of the majority of these lines occurred in 1970s. Since 1995, the system has replaced distribution lines serving the port area, along Lake and Spruce Streets, and the Baker Bay Booster Station from the main reservoir. The waterlines serving the state park and the Coast Guard station were installed in 2003. Currently the water distribution system does not extend to the large, undeveloped northwest area of the city.

Distribution lines present the main deficiencies in the system today. Lines in the Whealdon Street and the Sahalee areas currently are not meeting peak demand. Fire flow deficiencies in the City Center, Sahalee, Robert Gray Drive, and the Stringtown Road areas also need addressing. The 2011 Water System Plan provides a schedule for improvements through the year 2026.

Wastewater Collection and Treatment System

The City of Ilwaco owns and operates the wastewater collection and treatment system for a service area that includes the city, the Seaview Sewer District, Cape Disappointment State Park and the US Coast Guard Station Cape Disappointment.

The system relies on gravity and pressure collection system. Force mains pump wastewater into the system at various points from the Seaview Sewer District, the Vandalia subdivision, the Sahalee subdivision, the state park, and the Coast Guard station.

Deficiencies in the collection system relate to seasonal infiltration and inflow from high groundwater in the service area that the city continues to correct on an ongoing basis. However, significant issues reside in the Sahalee subdivision where collection lines and the pump station are in need of replacement. Unstable conditions along Robert Gray Drive and Nesadi Drive have contributed to this condition and will need addressing as well.

The wastewater treatment plant is Sequencing Batch Reactor (SBR) that consists of three SBR basins, an ultraviolet (UV) disinfection system, an aerobic digester, and an effluent lift station. The current permitted capacity of the WWTP is 1.01 mgd maximum month flow, 1,600 lb/day 5-day biological oxygen (BOD_5) and 1,600 lb/day total suspended solids (TSS). The treated effluent discharges to Baker Bay.

The 2013 Wastewater Facility Plan Update projected flow and loading to the treatment plant up to the year 2033. If growth occurs as the rate predicted in plan, the maximum month BOD_5 load discharged into the plant will exceed 85 percent of the permit limit (1,360 lb/day) in the year 2019 and the permit limit would be exceeded in the year 2017. The City will be monitoring this situation to determine which steps will be necessary to upgrade the treatment plant.

The City and the Seaview Sewer District share in the cost of operation and maintenance of the wastewater treatment plant.

Stormwater

Ilwaco's stormwater system consists of a system of above and below ground conveyance systems. There are 11,400 linear feet of storm pipe served by 170 catch basins within primarily in city center. Open ditches convey stormwater elsewhere in the community. The City operates a stormwater utility fund to cover the costs of maintaining and improving the system.

City Buildings

Other buildings supporting municipal activities or services include:

- City Hall administrative offices and City Shop, 120 First Avenue
- The Ilwaco Community Center, which contains the Timberland Regional Library Branch and meeting space facilities for the City Council and public
- Ilwaco Fire Department, 301 Spruce Street

Law Enforcement

The City of Ilwaco contracts with City of Long Beach for police services.

Fire Protection

The Ilwaco Volunteer Fire Department is an all-volunteer department with a staffing of 28.

Solid Waste Management

Peninsula Sanitation Services provides waste management within the city limits.

Parks

The City's park system consists of Ilwaco City Park and Black Lake Park. The Ilwaco City Park, located on the east end of Spruce Street, is approximately 2.5 acres in area and has a softball field, a soccer field, swings and playground equipment, a tennis court, and a basketball court. Other amenities include picnic tables, two covered shelters, and restrooms.

Black Lake Park is approximately 47 acres in size along the shores of Black Lake. Black Lake itself is 30 acres. The park has paved parking, restrooms, a covered picnic shelter, and a multi-use trail. A boat launch and three small docks serve boating needs on the lake.

The Lewis and Clark Discovery trail is a joint venture between the Cities of Ilwaco and Long Beach and Washington State Parks. The 8.2-mile long, partially paved trail serves both pedestrians and bicycles.

Urban Services Provided by Special Use Districts

Ocean Beach School District

The Ocean Beach School District #112 provides K-12 public education for students in the Ilwaco/Long Beach area. The school district has an enrollment of 945 students in four schools. The district's high and middle schools are in Ilwaco while elementary school children attend Long Beach Elementary in Long Beach.

Pacific County Public Hospital District No. 3

The Pacific County Public Hospital District No. 3 operates the Ocean Beach Hospital in Ilwaco. The 15-bed hospital, expanded and updated in 2009, provides 24-hour physician-staffed health care for a wide range of healthcare needs.

Transportation Profile

Ilwaco's street system consists of arterials, major collectors, minor collectors, and local streets. Arterials move the bulk of the city's traffic at relatively higher speeds. Arterials in the city include:

- First Avenue North (SR 101); 3,774 feet
- Spruce Street East (SR 101); 2,953 feet
- SR 101; 9,245 feet
- Captain Robert Gray Drive (SR 100); 4,138 feet

Major collectors provide connections between arterials and move traffic at speeds slower than arterials. Major collectors in the city include:

- Second Ave. SW; 1,355 feet
- Brumbach Ave. NE; 1,307 feet
- North Head Road (SR 100 Loop); 4,705 feet
- First Ave S; 1,370 feet
- Elizabeth Ave SE; 583 feet
- Howerton Way SE (Port Roadway); 1,973 feet
- Spruce Street W; 416 feet

Local streets include all other paved and unpaved public streets that serve local traffic. There are approximately eight miles of local streets within the city.

Most streets in the city do not separate bicycle and vehicular traffic. While sidewalks do exist along some stretches of arterials, major collectors, and local streets in the older core of the city, they are absent elsewhere in the city. There is a need for additional sidewalks that connect the downtown core with the Port of Ilwaco. The Discovery Trail is the sole bicycle-pedestrian only route in the city.

State Highways

State highways in Ilwaco include SR 101 and SR 100. SR 101 is a major north-south highway that runs through the states of California, Oregon, and Washington. Road management and maintenance is the responsibility of WSDOT. The highway is an important asset to the city's tourist economy and commercial activities.

SR 101 is a designated Washington State Scenic Byway known as the Pacific Coast Scenic Byway. WSDOT prepared a corridor plan in 1997 that provides guidance for managing the highway right-of-way. The intent of the plan is to promote tourism along the highway by protecting key resources and establish corridor management strategies.

WSDOT collects data on average daily traffic (ADT) volumes for SR 101. The data shows that traffic has been growing about four to five percent annually.

SR 101 Location	2011	2012	2013	2014
MP 9.39 before junction with SR 101 Alternate Route	5,600	5,500	5,700	6,000
MP 11.57 before junction with SR 100 – First Avenue SE	3,000	3,300	3,400	3,500
MP 11.57 after junction with SR 100 – First Avenue SE	4,600	4,700	4,800	5,100

The traffic counts infer that a large percentage of travelers on SR 101 use the SR 101 Alternate cut-off to by-pass Ilwaco. Traffic also increases on First Avenue North towards Long Beach as opposed to westward on Spruce Street East. While this reduces traffic congestion in the city, it also creates a potential economic loss for local businesses that depend on tourist traffic.

SR 100 is 4.7-mile loop road serving Cape Disappointment State Park and Coast Guard Station Cape Disappointment. The highway intersects with SR 101 at First Avenue North. The last ADT volume data collected by WSDOT was in 2011, shown below.

SR 100 Location	2008	2009	2010	2011
MP 0.0 after junction with SR 101 First Avenue	2,100	2,100	2,100	2,100
MP 0.06 after junction with SR 100 Second Avenue	990	1,000	1,000	990
MP 2.95 before junction with state park spur	740	760	770	740
MP 2.97 after junction with state park spur	650	660	670	650
MP 4.68 before junction with SR 101 First Avenue	1,100	1,100	1,100	1,100

Forecasting Traffic Demand

The slow population growth rate in Ilwaco suggests that residents likely will not appreciably increase traffic congestion on local streets. However, it will be important to monitor traffic along SR 101 over the 20-year planning period to ensure that the highway has the capacity to handle increased growth. First Avenue North probably will experience the greatest increase due to tourism to Cape Disappointment State Park.

Port of Ilwaco Marina and Airport

The Port of Ilwaco owns and operates a marina for recreational and commercial vessels. The marina has 800 slips and upland facilities provide associated vessel repair and support services. The channel to the marina has a depth of -16 feet mean lower low mark. The US Army Corps of Engineers must perform regular maintenance on the channel to keep it connect the port to the Columbia River.

The Port also operates the Port of Ilwaco Airport south of the Vandalia subdivision in Pacific County. The airport consists of an asphalt runway that is 2,070 feet long and 50 feet wide and equipped with pilot-controlled, medium-intensity runway lights. The approaches to both runway ends are visual. There are approximately 4,800 operations annually, but no aircraft use the airport as a base.

Utilities Profile

Electrical Power Supply

Pacific County Public Utility District (PUD) #2 is a community-owned utility that provides electrical service to all homes and businesses in the City of Ilwaco. The boundary for PUD #2 includes most of Pacific County. PUD #2 purchases all of its power supply from the Bonneville Power Administration.

The Hagen Substation, located at the top of Bear River Hill along SR 101 provides power to the city. This substation has a capacity of 15/20/25 Mva with a feeder lines to customers in Ilwaco.

The PUD distributes electricity within Ilwaco through above- and underground lines that it owns and maintains. The utility continues to convert aboveground lines to underground to increase system reliability when cost-effective. The utility anticipates no difficulties in meeting future demand for power in Ilwaco.

Telecommunications

Telecommunication services are provided by multiple service providers including CenturyLink, Charter Communications, and ReachONE.

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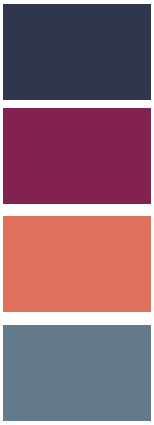
US Census, Department of Commerce. American FactFinder: http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

US Department of Homeland Security, Federal Emergency Management Agency. View Your Community's Preliminary Flood Hazard Data: http://www.fema.gov/view-your-communitys-preliminary-flood-hazard-data-0

Washington Department of Fish and Wildlife. PHS on the Web: http://wdfw.wa.gov/mapping/phs/

Washington Department of Fish and Wildlife. SalmonScape: http://apps.wdfw.wa.gov/salmonscape/

Washington Department of Natural Resources. Geologic Information Portal: http://www.dnr.wa.gov/programs-and-services/geology/publications-and-data/geologic-information-portal

DOCUMENT COLORS

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