

THE
COMPREHENSIVE PLAN
FOR
THE CITY
OF
PORT ANGELES

AMENDED
June 24, 2010

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ACKNOWLEDGMENTS

2004 updates

The following citizens, past and present elected officials and staff are acknowledged for their various contributions to the 2004 updating of this comprehensive plan, many of which devoted volunteer hours to provide assistance to staff and develop a citizen participation process that would reflect the wishes of the community in the Comprehensive Plan. Everyone's efforts have made this planning effort a success and are greatly appreciated.

Minor amendments are made to the Comprehensive Plan on an annual basis.

2004 City Council Members

Richard A. Headrick, Mayor

Larry G. Williams

Gary Braun, Deputy Mayor

Karen Rogers

Jack N. Pittis

Grant J. Munro

Lauren M. Erickson

2004 Planning Commission Members

Robert Philpott

Linda Nutter

Charles Schramm

Leonard Rasmussen

Fred Hewins

Dylan Honnold

Fred Norton

2004 Citizen Advisory Committee Members

Cindy Souders

Ray Gruver

Nason Beckett

Orville Campbell

Bill Sallee

Jack Pittis, City Council

Betsy Reed-Schultz

Jim Haguewood

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Commission

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Brad Collins, Community Development Director

Tim Smith, Economic Development Director

Mike Quinn, City Manager

Scott Johns, Associate Planner

Glenn Cutler, Public Works Director

Sue Roberds, Assistant Planner

Yvonne Ziomkowski, Finance Director

ADOPTING ORDINANCE

ORDINANCE NO. 3163

AN ORDINANCE of the City of Port Angeles, Washington adopting an Updated Comprehensive Plan.

WHEREAS, the City of Port Angeles adopted a Comprehensive Plan on June 28, 1994, by ordinance 2818; and

WHEREAS, the Plan represents the community's policy plan for growth over the next 20 years; and

WHEREAS, new information and changing circumstances require amendment of the 1994 Comprehensive Plan; and

WHEREAS, the Planning Commission has approved updates and revisions to the Plan so that it more accurately reflects current conditions; and

WHEREAS, the City provided comment opportunities as required by law; and

WHEREAS, the City has received and responded to detailed comments; and

WHEREAS, the Washington State Growth Management Act, Ch. 36.70A RCW, provides for the adoption of a new Comprehensive Plan by December 1, 2004; and

WHEREAS, the City's Citizen Advisory Committee, Planning Commission, and Planning staff have been working on the Comprehensive Plan updates over a three year period and have held public hearings concerning the same; and

WHEREAS, a second addendum to the 1993 environmental impact statement has been prepared pursuant to the Washington State Environmental Policy Act, Ch. 43.21C RCW; and

WHEREAS, all elements of the Comprehensive Plan, and this amendment, have been reviewed with the goal of enhancing and assuring the City's compliance with its legal obligations concerning endangered and threatened species; and

WHEREAS, the Planning Commission has transmitted a copy of its recommendation for

-1-

the adoption of said Comprehensive Plan to the City Council and the City Council has held public hearings, has considered the Commission's recommendations and has incorporated its own revisions; and

WHEREAS, the City Council has entered its findings and conclusions in support of adopting the new Comprehensive Plan;

WHEREAS, as a result of the hearing, the comments, the responses and its own review of the plan, the Council finds that it is in the best interest of the City that this amendment be adopted as the City's Comprehensive Plan; and

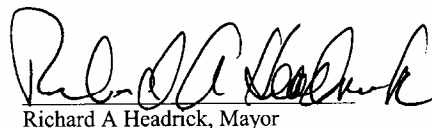
NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF PORT ANGELES DO HEREBY ORDAIN as follows:

Section 1. The updated Comprehensive Plan for the City of Port Angeles, which is attached to this Ordinance and incorporated herein by this reference, is hereby adopted.

Section 2. A copy of said Comprehensive Plan shall be kept on file with the City Clerk and shall be available for public inspection.

Section 3. Effective Date. This ordinance shall take effect five days after its publication by summary.

PASSED by the City Council of the City of Port Angeles at a regular meeting of said Council held on the 14th day of June, 2004.



Richard A Headrick, Mayor

ATTEST:



Becky J. Upton, City Clerk

APPROVED AS TO FORM:



William Bloor, City Attorney

PUBLISHED: July 11, 2004
By Summary

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AMENDMENTS

DATE OF AMENDMENT

June 20, 1995	#2873	
June 4, 1996	#2917	
June 17, 1997	#2960	
June 2, 1998	#2992	(Map change only)
June 1, 1999	#3021	(Map change only)
June 19, 2000	#3056	(Map change only)
June 18, 2001	#3082	
June 17, 2002	#3118	
June 25, 2003	#3142	
June 14, 2004	#3163	
June 7, 2005	#3204	
June 6, 2006	#3246	
June 6, 2006	#3247	(Map change only)
June 5, 2007	#3284	
May 25, 2008	#3334	
June 16, 2009	#3368	
June 24, 2010	#3401	

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TABLE OF CONTENTS

ACKNOWLEDGMENTS	i
ADOPTING ORDINANCE.....	iii
AMENDMENTS	v
TABLE OF CONTENTS.....	vii
LIST OF FIGURES	ix
LIST OF TABLES	viii
LIST OF APPENDICES.....	viii
I. INTRODUCTION	1
Compliance with the State Growth Management Act	1
Purpose of the Comprehensive Plan	1
Compliance With The Comprehensive Plan.....	1
Development of the Comprehensive Plan and Public Participation	2
Organization and Requirements of the Comprehensive Plan	4
1. Requirements for the Land Use Element	4
2. Requirements for the Housing Element.....	5
3. Requirements for the Capital Facilities Element	6
4. Requirements for the Utilities Element.....	7
5. Requirements for the Transportation Element	8
6. Requirements for Siting Public Facilities	9
Use of the Comprehensive Plan.....	10
II. COMMUNITY PROFILE	11
History of the City	11
Current Characteristics of the City	13
Location	13
Air	13
Water.....	15
Wildlife	15
Natural Resources	16
Noise	17
Population	17
Land Use	18
Housing.....	24
Transportation	24
Urban Services.....	26
Economic Development.....	31
III. DEFINITIONS.....	33
IV. GROWTH MANAGEMENT ELEMENT	41
V. LAND-USE ELEMENT.....	49
Land Use Map, Goals, Policies, and Objectives.....	50
Residential Goals, Policies, and Objectives.....	50
Commercial Goals, Policies, and Objectives.....	52

Industrial Goals, Policies, and Objectives	54
Open Space Goals, Policies, and Objectives	56
VI. TRANSPORTATION ELEMENT	59
VII. UTILITIES AND PUBLIC SERVICES ELEMENT	65
VIII. HOUSING ELEMENT	69
IX. CONSERVATION ELEMENT	73
X. CAPITAL FACILITIES ELEMENT	79
XI. ECONOMIC DEVELOPMENT ELEMENT	87
XII. PARKS AND RECREATION ELEMENT	91

LIST OF FIGURES

Figure		Page
1.	Compliance with Comprehensive Plan.....	2
2.	Vicinity Map.....	14
3.	City Planning Areas Map.....	20
4.	Acreage by Type of Zoning.....	22
5.	Vacant Industrial land - City and Urban Growth Area.....	22
6.	Vacant Residential Land in Port Angeles.....	23
7.	Vacant Commercial Land in Port Angeles.....	23
8.	Vacant Residential Land in Urban Growth Area.....	24
9.	Vacant Commercial Land in Urban Growth Area.....	24
10.	City Street Map.....	25
11.	Parks and Recreation Map.....	28
12.	Park Planning Neighborhoods.....	29
13.	Proposed southwestern Urban Growth Area expansion.....	43
14.	Proposed additions to southwestern Urban Growth Area.....	44
15.	Port Angeles Urban Growth Area Map.....	46
16.	Comprehensive Plan Land Use Map.....	58

LIST OF TABLES

1. GMA Requirements for the Land Use Element.....	5
2. GMA Requirements for the Housing Element.....	6
3. GMA Requirements for the Capital Facilities Element.....	7
4. GMA Requirements for the Utilities Element	7
5. GMA Requirements for the Transportation Element.....	9
6. GMA Requirements for Siting of Public Facilities.....	10
7. Population Projections	17

LIST OF APPENDICES

- A. Environmental Impact Statement and Addendums
- B. County-Wide Planning Policy
- C. Clallam County Housing Needs Assessment; Population, Economic and Housing Profile, Port Angeles
- D. Public Surveys and Response Summaries
- E. Stormwater Management Plan
- F. Comprehensive Water System Plan
- G. Transportation Services and Facilities Plan
- H. Facility Plan for Port Angeles Secondary Level Wastewater Treatment Facilities
- I. Capital Facilities Plan

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I. INTRODUCTION

Compliance with the State Growth Management Act

In 1990 the Washington State Legislature enacted the State Growth Management Act (GMA), which requires all cities and counties subject to the Act to develop and adopt comprehensive plans and implementing ordinances that will regulate and guide future growth and development. In accordance with the Act, each county must also establish independent urban growth areas capable of containing future growth projected for cities, and other urban areas, for the next 20 years. To ensure compatibility between various comprehensive plans, the cities, county, and other affected agencies cooperatively developed a set of county-wide planning policies to guide this process.

To ensure orderly development, the City of Port Angeles agreed to work with the County in the development of comprehensive plan goals and policies for the Port Angeles Urban Growth Area (UGA).

The Port Angeles Comprehensive Plan has been developed to meet the requirements of the Growth Management Act and is consistent with the Clallam County-Wide Planning Policy.

In 2004 the City undertook a public participation program to seek input into updates to the Comprehensive Plan. Citizen comments were received during public meetings, through written comments, and over the Internet. Various opportunities for community involvement were provided and comments were received represented several hundred people.

The following sections of this chapter will hopefully help users of this document better understand what a Comprehensive Plan is and how it relates to other rules and regulations of the City.

Purpose of the Comprehensive Plan

A City's Comprehensive Plan serves as the core of the land use controls which all other city plans, ordinances, and regulations must be in compliance with and support (See Figure 1).

Prior to the passage of the State Growth Management Act, such compliance was considered desirable but actual consistency was not required. GMA now makes such compliance a requirement.

If subordinate planning or regulations, such as the City's Zoning Ordinance or Capital Facility Plan, are not consistent with the goals and policies of the Comprehensive Plan, then those documents may be determined to be illegal and rendered invalid.

The Comprehensive Plan is the basis upon which local governmental decisions are to be made. It sets forth the City's goals and policies and visualizes directions the City will take over the next two decades. The Comprehensive Plan Land Use Map illustrates the desired urban design or development pattern for the city.

It is, therefore, important that the Comprehensive Plan truly reflect the goals and desires of the community. In order for that to take place, it is vital that citizens take an active role in determining the quality, context, and vision incorporated within this Comprehensive Plan.

Compliance With The Comprehensive Plan

The Comprehensive Plan is the foundation upon which the City's development regulations (Zoning, Critical Areas, and Subdivision Ordinances) and Urban Services Standards and Guidelines (Capital

Facilities Plan and Urban Services and Utilities Plan) are based, and from which the City’s future urban design will come.

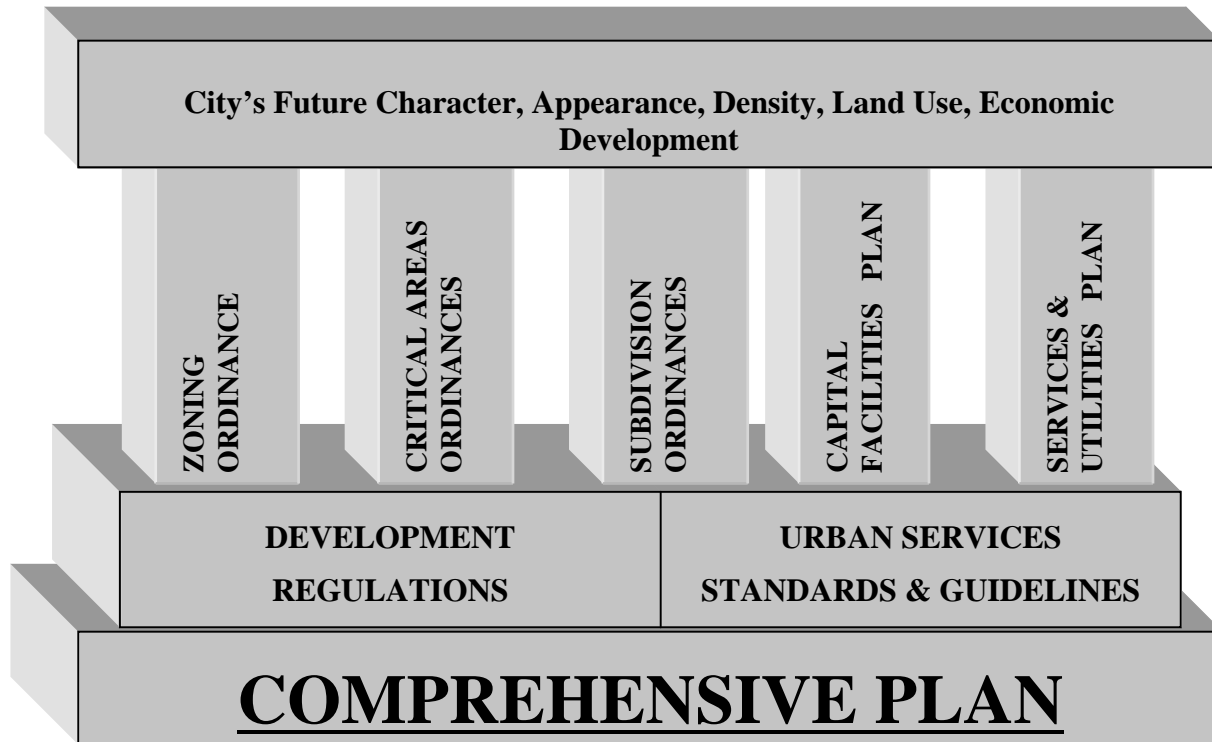


Figure 1 The Comprehensive Plan is the foundation of the City’s future

A community is a diverse and heterogeneous grouping of people. Individually, each of us has a set of treasured values. Together, we give the community a set of shared values.

In a community, individual values often clash and indeed must confront each other if the shared values of the community are to develop. Good planning uncovers the values we share as a community and uses the shared values to guide development of the Comprehensive Plan.

No plan can be expected to last for all time. Times change, conditions change, and what we value in our community changes. Even though this Comprehensive Plan covers a 20-year period, it must be reviewed at least every seven years and can be amended every year. This allows the City to adjust the Comprehensive Plan as conditions, needs, and desires of the community change.

Through the on-going development of this Comprehensive Plan, the City of the Port Angeles reaffirms that it is the rightful goal of the people of our community to take an active role, sharing the work and responsibility involved in determining the character, quality, and destiny of this community.

Development of the Comprehensive Plan and Public Participation

The Comprehensive Plan was initially updated from its 1976 version under the Growth Management Act in June of 1994. The City has been involved in a three-year program to update the

Comprehensive Plan. In 2002 the City focused its Comprehensive Plan changes on the downtown and waterfront areas. In 2003, the City focused its amendments on the east side and east UGA. The 2004 updates reflected a citywide approach with an ambitious public participation program.

The City of Port Angeles undertook the task of making major updates to its Comprehensive Plan over a three-year period beginning in 2002. Amendment to the Comprehensive Plan made that year focused on the Downtown and shoreline areas of the City. In 2003, the primary focus was on the eastern portion of the City and the use of low impact development techniques to address stormwater issues and development costs. The third year, 2004, incorporated citywide changes that were developed through an intense public participation program as required by the State. To do this, the City appointed a Citizen Advisory Committee comprised of nine members who helped design the Program specifically to reach a large number of citizens and solicit responses that could be used in crafting any proposed amendments. The advisory committee was made up of citizens involved with neighborhood issues, local business and economic development, past Planning Commission and City Council members, and a sitting member of both the City Council and Planning Commission. This group was given the task of designing a program to involve citizens in contributing their ideas to the planning process and to assist staff in crafting proposals for changes to the Comprehensive Plan.

The program that was developed consisted of a weeklong open house, followed by three weeks of neighborhood meetings. The open house and meetings were advertised by several means, including placing a large banner across US 101 on Front Street, the main street through the City. Press releases were issued weekly to the newspaper and local radio station. The *Peninsula Daily News* published seven articles on the planning process over the five-week period and carried two City sponsored advertisements. Additionally, planning meetings were announced in the *Things To Do* column on three occasions. The Department of Community Development participated in the two-day Home Show held at the Port Angeles High School gymnasium. The meeting times, dates, and locations were scheduled so that a broad section of the population could participate. Times were varied from early afternoon (1:00 pm to 3:00 pm), later afternoon (4:00 pm to 6:00 pm) and later evening (7:00 pm to 9:00 pm). Meetings were held on various days of the week and seven different locations were used to hold meetings. A web page was developed and linked to the City's homepage listing the meeting dates, times and focus. The web page was updated throughout the process and the comment questions were made available on-line to provide an additional and easy method of response to the written comments form made available at all the meetings and various public locations such as City Hall.

Members of the Citizen Advisory Committee volunteered their time to contact and attend meetings of 21 organizations that were identified as potential stakeholders. Those organizations were informed of the planning effort being taken by the City and were invited to participate in the process by suggesting changes that might be made to the Comprehensive Plan. A three-hour forum specifically for these civic and business organizations to comment on or make proposals was held at the end to the three-week public meeting period.

The Comprehensive Plan update process has had contact with 300 - 400 individuals through open houses, public meetings, organization/stakeholder presentation, comment forms returned, and use of the Internet. Eighty-five people attended at least one public meeting as indicated by sign-in sheets. A total of 58 comment sheets were submitted. In addition, five different organizations made formal presentations to the Citizen Advisory Committee. As a result, 68 specific amendments were drafted and submitted to the Planning Commission for review.

Organization and Requirements of the Comprehensive Plan

The Comprehensive Plan is organized as an introduction, a community profile, a definition section a series of elements, and various appendixes including the Capital Facilities Plan, Housing Needs Assessment, and Environmental Impact Statement. Each element addresses a particular topic and contains a general comment section and one or more goals with various related policies and objectives. Some of the elements have an associated map or plan.

The Comprehensive Plan goals are expressed as broad statements of what the city intends to become or how the city should look or feel in the future. The goals in the Comprehensive Plan are supported by policy statements that usually include the word should. The policy statements are directive and provide a basis for decision making and establish a principal of wise management leading to achievement of a goal. Objectives are statements of specific actions that when taken will result in the realization of a goal.

The Growth Management Act requires that a comprehensive plan consist of a map or maps and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan shall be an internally consistent document, and all elements shall be consistent with the future land use map.

Each comprehensive plan shall include a plan, scheme, or design for each of the following:

1. Land Use Element
2. Housing Element
3. Capital Facilities Plan Element
4. Utilities Element
5. Transportation Element.

Additionally each plan shall contain a process for identifying and siting essential public facilities.

This plan contains each of the required elements as well as four additional optional elements; a conservation element, an economic development element, and a growth management element. A Parks and Recreation Element was added in 2007. Each of the elements have been developed to be consistent with the Growth Management Act and to reflect the needs and desires of the City of Port Angeles and its citizens. Following are the minimum requirements for the various elements as listed in the State of Washington Administrative Code (WAC). Included with the requirements for each mandated element is a table, which shows how this comprehensive plan meets these requirements.

1. Requirements for the Land Use Element

This element shall contain at least the following features:

- A. Designation of the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses (WAC 365-195-305 1, a).

- B. Population densities, building intensities, and estimates of future population growth (WAC 365-195-305 1, b).
- C. Provisions for protection of the quality and quantity of ground water used for public water supplies (WAC 365-195-305 1, c).
- D. Where applicable, a review of drainage, flooding, and storm-water run-off in the area covered by the plan and nearby jurisdictions, and guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound (WAC 365-195-305 1, d).

Table 1
GMA Requirements for the Land Use Element

Legislative Requirement	How the above listed land use requirements are addressed in the Comprehensive Plan	Page Number
1A	Land Use Text	51-59
1A	Land Use Map	58
1B	Community Profile Text	17-27
1B	Appendix A	II-68-74
1B	Land Use Text	51-59
1B	Land Use Map	58
1C	Conservation Goals, Policies and Objectives	77-81
1D	Conservation Goals, Policies and Objectives	77-81
1D	Appendix A	II-130-132

2. Requirements for the Housing Element

This element shall contain at least the following features:

- A. An inventory and analysis of existing and projected housing needs (WAC 365-195-310 1, a).

- B. A statement of the goals, policies, and objectives for the preservation, improvement, and development of housing (WAC 365-195-310 1, b).
- C. Identification of sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities (WAC 365-195-310 1, c).
- D. Adequate provisions for existing and projected housing needs of all economic segments of the community (WAC 365-195-310 1, d).

Table 2
GMA Requirements for the Housing Element

Legislative Requirement	How the above listed housing requirements are addressed in the Comprehensive Plan	Page Number
2A	Community Profile Text	21-27
2A	Appendix A	II-68-74
2A	Appendix C	41-57
2B	Housing Goals, Policies and Objectives	73-75
2C	Land Use Text	49-57
2C	Land Use Map	58
2C	Appendix A	II-68-74
2D	Housing Goals, Policies and Objectives	73-75
2D	Land Use Map	58

3. Requirements for the Capital Facilities Element

This element shall contain at least the following features:

- A. An inventory of existing capital facilities owned by public entities showing the locations and capacities of the capital facilities (WAC 365-195-315 1, a).
- B. A forecast of the future needs for such capital facilities (WAC 365-195-315 1, b).

- C. The proposed locations and capacities of expanded or new capital facilities (WAC 365-195-315 1, c).
- D. At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes (WAC 365-195-315 1, d).
- E. A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent (WAC 365-195-315 1, e).

Table 3
GMA Requirements for the Capital Facilities Element

Legislative Requirement	How the above listed capital facilities requirements are addressed in the Comprehensive Plan	Page Number
3A	Community Profile	11-33
3A	Appendix E, F, G, H	-
3B	Appendix A	II-101-140
3C	Appendix A	II-101-140
3D	Appendix I	-
3E	Capital Facilities Goals and Policies	83-89

4. Requirements for the Utilities Element

This element shall contain at least the following features:

The general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (WAC 365-195-320 1).

Table 4
GMA Requirements for the Utilities Element

Legislative Requirement	How the above listed utilities requirements are addressed in the Comprehensive Plan	Page Number
4	Capital Facilities Goals, Policies and Objectives	83-89
4	Appendix E, F, G, H	-

5. Requirements for the Transportation Element

This element shall contain at least the following features:

- A. Land use assumptions used in estimating travel (WAC 365-195-325 1, a).
- B. Facilities and services needs including:
 - 1) An inventory of air, water, and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning.
 - 2) Level of service standards for all arterial streets and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated.
 - 3) Specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard.
 - 4) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth.
 - 5) Identification of system expansion needs and transportation system management needs to meet current and future demands (WAC 365-195-325 1, b).
- C. Finance, including:
 - 1) An analysis of funding capability to judge needs against probable funding resources.
 - 2) A multi-year financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems.
 - 3) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that level of service standards will be met (WAC 365-195-325 1, c).

- D. Intergovernmental coordination efforts, including an assessment of the impacts of the transportation systems of adjacent jurisdictions (WAC 365-195-325 1, d).
- E. Demand-management strategies (WAC 365-195-325 1, e).

Table 5
GMA Requirements for the Transportation Element

Legislative Requirement	How the above listed transportation requirements are addressed in the Comprehensive Plan	Page Number
5A	Appendix A	II-84-91
5A	Appendix G	-
5B	Capital Facilities Goals, Policies and Objectives	83-89
5B	Transportation Goals, Policies and Objectives	61-65
5B	Appendix A	II-84-91
5B	Appendix E, F, G, H, I	-
5C	Capital Facilities Goals, Policies and Objectives	83-89
5C	Appendix E, F, G, H, I	-
5D	Transportation Goals, Policies and Objectives	61-65
5E	Transportation Goals, Policies and Objectives	61-65

6. Requirements for Siting Public Facilities

The Comprehensive Plan shall be consistent with the following:

- A. Essential public facilities include those facilities that are typically difficult to site such as, airports, state education facilities, state or regional transportation facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes (WAC 365-195-340 1, a).
- B. The office of financial management shall maintain a list of those essential state public facilities that are required or likely to be built within the next six years. Facilities may be added to this list at any time (WAC 365-195-340 1, b).
- C. No local comprehensive plan may preclude the siting of essential public facilities.

Table 6
GMA Requirements for Siting Public Facilities

Legislative Requirement	How the above listed siting of public facilities requirements are addressed in the Comprehensive Plan	Page Number
6A	Definitions	36
6B	NA	-
6C	Capital Facilities Goals, Policies and Objectives	83-89

Use of the Comprehensive Plan

The Comprehensive Plan is designed to be used by the public as a way for citizens to learn the long-range goals and policies of the City, as a base upon which City officials make land use and other decisions, and as a tool which City staff uses to insure the desirable development of the City.

The Plan's Environmental Impact Statement (EIS, Appendix A) is designed as a programmatic EIS and may be used as a phased reviewed environmental document for any plans, ordinances, programs, or development projects that are consistent with the goals and policies of the Comprehensive Plan. Any project proposed in the City will have to show that it is consistent with the Comprehensive Plan. If it is not, it cannot be approved unless the Comprehensive Plan is amended and additional environmental review is completed.

II. COMMUNITY PROFILE

History of the City

The City of Port Angeles has long been the primary urban center of the North Olympic Peninsula.

The earliest residents of the area were Native Americans such as the Klallam ("Strong People") and Makah Indian tribes, who were sustained by the region's abundant natural resources. These same natural resources - the naturally protected deep-water harbor, abundant coniferous forests, prolific wildlife and marine resources, and an overall natural beauty also attracted the first non-natives to the area and continue today to encourage visitors and new residents alike from all walks of life.

Known variously as "Old Dungeness," "False Dungeness," "Cherbourg," and "Port Angeles," settlement was intermittent and sporadic throughout the early history of the City.

In 1862 (due largely to the efforts of one man: Victor Smith, the "Father of Port Angeles"), President Abraham Lincoln signed an executive order setting aside 3,520 acres of land on the site as a U.S. Government Lighthouse and Military Reservation. Soon after, the original townsite layout was platted by the US Army Corp of Engineers, and the Townsite of Port Angeles has endured to this day.

Patterned after the plan of Cincinnati, Ohio (substituting the Harbor for the Ohio River), the streets are arranged and named the same: Front, First, Second, etc. and at right angles to these are Tumwater, Cedar, Pine, Valley, Cherry, Oak, Laurel, Vine, and Race Street.

While the City has benefited greatly from that original planning with its grid-pattern street layout, various challenges were also created such as utility service provision and circulatory problems, due to the topography of the land. Seven different streams, with associated ravines, travel through the community running south-to-north as they wend their way to the Strait of Juan de Fuca. They are: Dry Creek, Tumwater Creek, Valley Creek, Peabody Creek, Ennis/White's Creek, Lee's Creek, and Morse Creek.

Despite such early planning, major settlement did not take place within the City until 1887 with the founding of the Puget Sound Cooperative Colony. A social experiment in communal living the Colony contributed greatly to the expansion of Port Angeles.

Although short-lived, this settlement near the mouth of Ennis Creek built a sawmill, lath-mill, and shipyard; constructed a 58-foot propeller-driven schooner, "The Angeles;" started the first newspaper in town (The Model Commonwealth); and built the first schoolhouse, office building, and a City Opera House, in addition to founding four different churches in Port Angeles. The Colony was largely disbanded by 1889 due to internal disputes, but many of the colonists stayed and blended with the rest of the thriving community.

By 1890, the City population had soared to over 3,000 people, and the Government Reserve established 28 years earlier had become a bottleneck to progress, completely restricting further development of the City since it could not legally be homesteaded. The result was a "land rush" onto the federal property as citizens took matters into their own hands as "Reserve Jumpers" that 4th of July, moving en masse onto the reserve, platting lots, and establishing homesteads. Eventually, forced to recognize this matter officially, Congress conceded ownership to the squatters and opened the Reserve for sale to the public.

The year 1890 was also notable as the year Port Angeles was officially incorporated as a City in the newly established State of Washington, and that same year it also became the County Seat of Clallam County.

Thereafter, the City grew more slowly and developed much, as did other small towns in the Pacific Northwest. Gone were the early pretensions of becoming a great seaport or Second National City patterned after Washington, D.C.

Logging and timber have long been important industries, and in 1912 Port Angeles was home to the world's largest sawmill. In 1920, a large pulp and paper mill was built by Washington Pulp and Paper Company. Purchased a few years later and operated by Crown Zellerbach for over 60 years, the mill is now owned by Nippon Paper Mill.

The City experienced sporadic growth until the linking of Port Angeles with the transcontinental railroad in 1914 brought increased prosperity. As rail transport increased and sea travel waned, Port Angeles surpassed Port Townsend as the major center for trade and commerce on the Olympic Peninsula. Sustained largely by marine trades and the lumber and fishing industries, Port Angeles became a classic American small town and the center of urban life on the North Olympic Peninsula. In 1922, the Port of Port Angeles was formed. The natural deep-water harbor has always attracted shipping and both commercial and sports fishing. The Port operates a marina, boat haven, and international airport.

The first Coast Guard air station on the Pacific Coast was established at Ediz Hook on June 1, 1935. It is the oldest United States Coast Guard Station in the country. The piece of land occupied by the Coast Guard Station is the one remaining part of the military reservation that once included all of what is now Port Angeles. The station officially became Coast Guard Group Port Angeles in September of 1944 and received its first helicopter in 1946.

By far, the largest civic project was the regrading of the downtown streets, which occurred in 1914. The Olympic Power Company was formed in 1911 to construct the Lower Elwha Dam. The county Courthouse was built on Lincoln St. in 1915. A new fire station was built in 1931. A new Police station and jail was built in 1954 and a new city hall in 1987. In 1953 Port Angeles received the All American City Award.

Over the past forty years, except for a few periods of more rapid growth in the 1920's and 30's, the City has grown at a fairly stable rate of approximately 1 per cent per year, to its present population of 18,740.

The City has used zoning to coordinate development and growth since the 1930's, and in the early 1960's made a determined effort to improve planning efforts through development of a "701" master plan along with a new zoning ordinance and subdivision ordinance. In 1976 the City again reviewed its planning goals and process and adopted the 1976 Comprehensive Plan, which is the immediate predecessor of this Comprehensive Plan.

Even before the State passed the Growth Management Act of 1990, requiring cities and counties to revise or adopt comprehensive plans, the City of Port Angeles had decided it was time to revise the existing Comprehensive Plan and had already begun that process when the Act established new requirements for comprehensive plans. In response, the City has continued to move forward consistent with the Growth Management Act meeting all of its requirements, including the mandated completion dates.

Current Characteristics of the City

An essential part of developing goals and setting directions for the future lies in reviewing the past and evaluating the present. The Environmental Impact Statement (EIS) prepared by the consulting firm of Nancy A. Ryan and Company for the Comprehensive Plan takes an in depth look at the physical, social, and economic aspects of Port Angeles. A second addendum to the original EIS was prepared and adopted for the updates that have occurred over a three-year period ending in 2004. The following descriptions are intended to provide the users of this document a general view of the community. For a more detailed analysis, one should refer to the EIS and the 2004 update addendum.

Location

The City of Port Angeles is located in Clallam County on the northern coast of Washington's Olympic Peninsula (See Figure 2). It is less than three hours driving time from Seattle or Olympia and sits at the base of the Olympic Mountains overlooking the Strait of Juan de Fuca with one of the deepest naturally protected harbors on the West Coast. Immediately to the north is the coastal marine environment of the Strait of Juan de Fuca. To the south are the pristine alpine wilderness areas of the Olympic National Park, to the east is the semi-arid climate of the Sequim-Dungeness Valley, and within two hours time to the west is the Hoh Rain Forest and the beaches and rugged beauty of the Pacific Coast. See Figure 2, Vicinity Map, page 14.

Air

The circulation of air around the Olympic Mountains and through the Strait of Juan de Fuca results in mostly easterly or westerly winds in the vicinity of Port Angeles. Highest winds are generally associated with intense winter storms and may be from either an easterly or westerly direction. On most summer afternoons, a moderate to fresh westerly breeze can be expected. Wind velocity and direction vary with the season. Winds from the west predominate and are strongest during the summer, averaging about 14 miles per hour. Winds from the south and east occur more frequently during the winter with an average velocity of about 9 miles per hour.

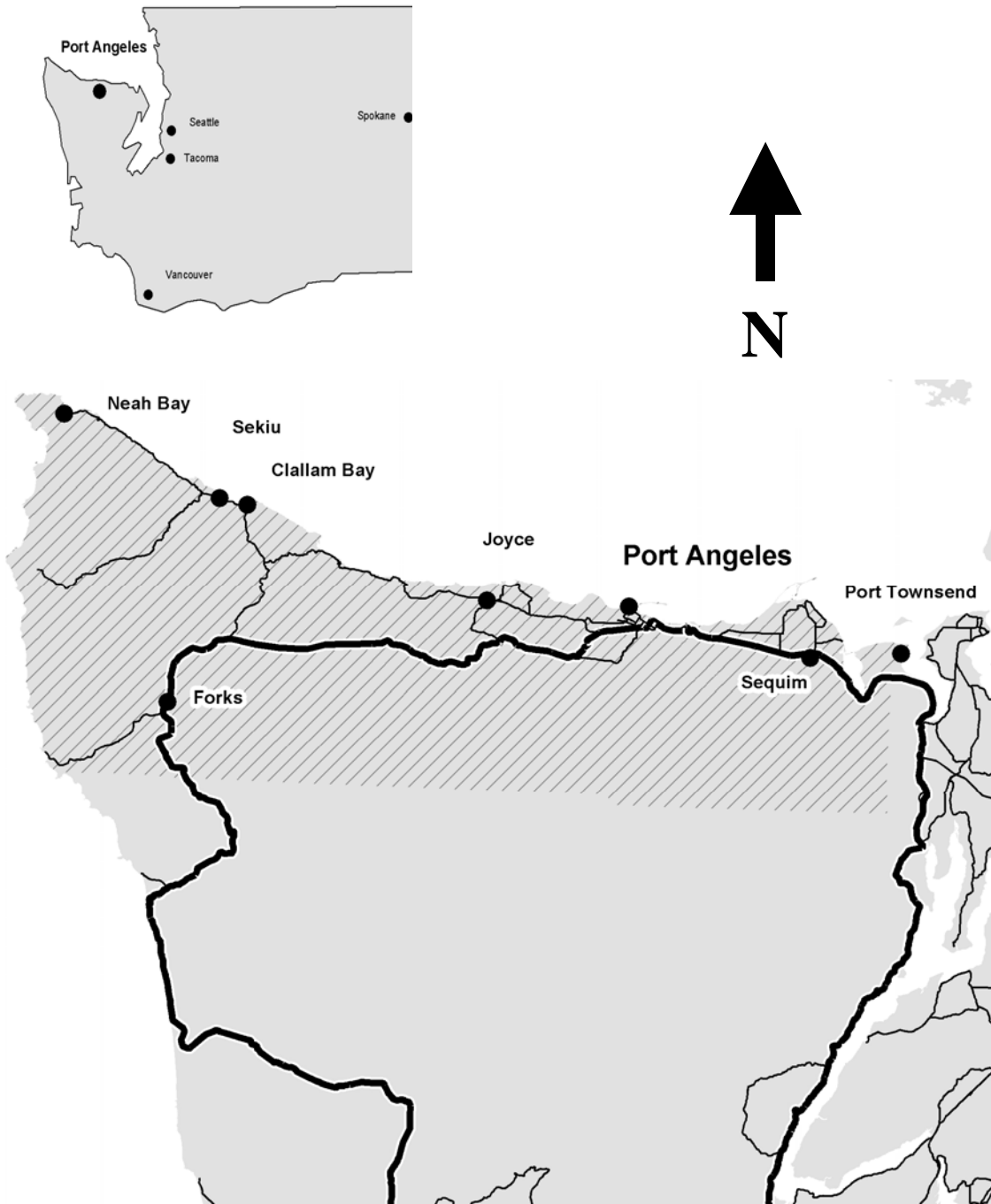


FIGURE 2

VICINITY MAP

Water

Port Angeles is located in the Port Angeles watershed, which drains 65,000 acres (101.5 square miles). A gradually descending slope from the Olympic Mountains north to the Strait of Juan de Fuca characterizes the topography of the immediate Port Angeles area. Steep hillsides and bluffs of 50 to 150 feet in elevation mark the northern edge of the slope. This region is segmented by streams, which flow from the mountains toward the strait and have formed V-shaped ravines that are much lower in elevation than the surrounding areas. The ravines contain the following major creeks, which pass through the community to the Strait of Juan de Fuca and Port Angeles Harbor; Dry Creek, Tumwater Creek, Valley Creek, Peabody Creek, Ennis/White's Creek, Lee's Creek, and Morse Creek. The Elwha River is located just west of the City.

Wildlife

The marine wetlands are primarily Marine Intertidal Beaches or Marine Intertidal Aquatic Beds. There are a few Estuarine Subtidal Open Water wetlands (the log ponds) near the shoreline at the Nippon Industries and K-ply mills and various Class II, III, and IV freshwater wetlands scattered through the City.

Identification and classification of all fish and wildlife habitats within the City has not been developed. The Pentec Shoreline Habitat Assessment has been completed since the original drafting of the Comprehensive Plan and provides a much better basis for understanding the Port Angeles Harbor nearshore environment. The City of Port Angeles Wetland Inventory developed in 1995 by Sheldon and Associates of Seattle, Washington, provides a foundation for protection of local surface and ground waters from degradation, identifies habitat areas to protect and restore and to develop a City wide stormwater management plan. The presence of wooded ravines with a water source provides areas of riparian habitat and corridors for wildlife movement.

Riparian areas help provide most of the food, cover, spawning, breeding, and rearing for a wide variety of wildlife species. Trees and other plant, which shade streams help, keep water cool while stabilizing banks and providing food (leaves, twigs, etc) for insects that fish eat. Trees also provide cover for wildlife. When trees die and fall into the streams, the logs create small dams and pools that offer fish rearing habitat and cover from predators. Logs that remain on land provide cover for wildlife. Wildlife from the ravines typically makes use of surrounding properties and undeveloped lands for foraging.

Within the general area, the Washington State Department of Wildlife (Priority Habitats and Species program) has indicated that there are specific Eagle and Pileated Woodpecker habitats. In addition, the region includes habitats for priority species of State Candidates being studied for inclusion as threatened or endangered and other species that are being monitored. Priority habitats for several game species are located in the vicinity. State Candidate species (for inclusion as threatened or endangered) include the Marbled Murrelet and Fisher, and the Great Blue Heron is a State Monitored species. Due to an agreement with the Department of Wildlife, the location of these habitats is not immediately available. The locations have been reviewed and considered as part of this analysis. Habitat for the State Endangered Spotted Owl occurs within, but is not limited to, the National Forest.

The location of other less sensitive species has been identified in the DEIS. In particular, there are two areas that harbor seals use for haulout. One is near the Rayonier Mill and the other is at the base of Ediz Hook in Port Angeles Harbor. The Department of Wildlife maps identify an area along the Harbor side of Ediz Hook that has "regular large concentrations" of shorebirds. The bluff along the shoreline also provides a special and valuable habitat for shorebirds.

Within the Olympic National Park, Roosevelt Elk roam the slopes of the mountains. Other wildlife include black bears, cougars, coyotes, beavers, minks, raccoons, otters, wolves, eagles, hawks, ravens, and grouse. Fisher have recently been reintroduced into the Olympic National Park.

All of the creeks are used for fish habitat, but most have barriers, which limit migration. Coho, Cutthroat and possibly Steelhead use Dry Creek. Tumwater Creek provides anadromous use by Coho, Cutthroat, and Steelhead well upstream of the City limits. Valley Creek may be used by sea run Cutthroat and Steelhead, and some Coho return to the lower reaches of Peabody Creek. However, these runs are not felt to be self-sustaining. Some of the ravines, such as the White's Creek and Ennis Creek ravines, are recognized by the State as sustaining significant populations of resident fish and potentially having salmon runs restored, once downstream impediments are removed. The resident fish currently present in Ennis Creek are Coho, sea run Cutthroat, and Steelhead. The fish migrate up to 4.9 miles from the Port Angeles Harbor. White's Creek, which joins Ennis Creek, contains Coho, Steelhead, and sea run Cutthroat up to Front Street. Significant restoration efforts have been undertaken along Valley Creek. In exchange for a log storage area, K-ply Mill cooperated with local citizen groups to reestablish the Valley Creek estuary. Extensive restoration has been accomplished upstream from the end of Valley Street to the Hwy 101 crossing. This effort is accompanied by land acquisitions along the lower portions of Valley Creek with the intent of future restoration projects.

Natural Resources

There are very limited forest areas, and no mineral lands located within the City. Those that do exist are discussed in the DEIS.

Diverse scenic resources are abundant in Port Angeles. Notable visual elements include the Strait of Juan de Fuca, Ediz Hook, Vancouver Island, San Juan Islands, Mt. Baker, Hurricane Ridge, and the Olympic National Park.

There are numerous public and private panoramic views of both the Strait of Juan de Fuca and Hurricane Ridge from various places in the city. Of special note are the views along the bluffs to the west, east, and above Port Angeles Harbor. The Ocean View Cemetery at the west edge of town provides unobstructed views northward and along the coastline. The beaches and beachfront trail along the shoreline also offer spectacular views of Ediz Hook, the Strait, and distant Vancouver Island. Ediz Hook has superlative views of the ocean, mountains, waterfront, and City. Exceptional views are also available from the roads around Lincoln School and Port Angeles High School, the City Hall area, and Lauridsen Boulevard.

The vegetated creek ravines offer wooded open space that provides attractive views as well as wildlife habitat and corridors. Other open space amenities include wetlands, steep slopes, marshes, hilltops, and even open fields.

Noise

The primary sources of noise in Port Angeles are the airport, industrial activities at the mills, the Port Angeles Harbor, vehicular traffic, and construction activities. The ambient noise levels within the City of Port Angeles would be expected to vary depending on location within the City.

In 1986, a Noise Compatibility Planning Study was conducted for the Fairchild International Airport under the guidelines of the Federal Aviation Regulations. The Planning Study included analyses of both existing and projected noise levels associated with the aviation traffic.

The mills along the waterfront are a source of noise and are in a difficult place to provide noise attenuation. Since the mills are visible from many residential areas on the hill to the south, these residences can be expected to receive the greatest noise impacts. Rayonier Mill closed in late 1990s leaving no noise producing industries east of the downtown area. Redevelopment of the mill site to heavy industrial uses may once again create a noise source there.

Higher noise levels are allowed for motor vehicles operations on public roads. Warning sirens and temporary construction equipment are generally exempt from the noise regulations. Traffic levels would be expected to be highest along US 101, First Street, Front Street, Lincoln, Lauridsen Boulevard, Race Street, Tumwater Truck Route, and Marine Drive.

Population

The population for the City of Port Angeles in 1993 was 18,270; this is an increase of 3 per cent over the 1990 population of 17,710. The population for Clallam County in 1993 was 61,400. The percentage of the County population residing in the City has dropped to 28.5% in 2004. The 2000 population of 18,397 is a 3.7% increase over the 1990 population. The population has risen to 18,740 in 2007.

The State Office of Financial Management has projected a 5 per cent growth rate over the next 20 years for Clallam County, this along with a linear projection for Port Angeles is illustrated in Table 7. Note the City has already exceeded projected growth rates.

Population Projections

Table 7

Population	2000	2005	2010	2015	2020	2025
Port Angeles	18,397	18,516	19,309	22,138	21,190	22,159
Clallam County	64,179	64,969	67,752	77,678	74,350	77,751

The population figures in the above table are based on Washington State Office of Financial Management's projected medium population growth for Clallam County and using the 2000 percentage of Clallam County population attributed to the City of Port Angeles (28.5%). The portion of the County population occurring in the City has been declining in recent years from a high of 47% in 1970.

Land Use

The City of Port Angeles contains 10.7 square miles or 6,856 acres of land, 26 miles of marine shoreline including Ediz Hook, a 4-mile sand spit and 17 miles of streams. There are residential areas, industrial areas which include 2 large pulp, paper and wood product mills (Nippon Industries, and K-Ply), and commercial areas with a fairly well defined Central Business District (CBD). Community facilities include 10 public school facilities (including a college), a 126-bed hospital, 1 public library, 1 fire station, 1 police station, 28 parks, the Senior Services Community Center, the William Shore Memorial Pool, the Vern Burton Community Center, Ocean View Cemetery, 1 private golf course, 3 cultural centers (Port Angeles Fine Arts Center, Arthur D. Fiero Marine Lab, and the Clallam County Historical Society Museum), the William R. Fairchild International Airport, 2 ferry terminals serving privately owned ferries, the Coho and Victoria Express, a 16.1 acre boat haven, housing approximately 375 boats with 57 boat houses, and 3,000 feet of dock for tie-ups, and public boat yard for repair and maintenance. The Boat Haven Marina was upgraded during 2007 – 2008.

The Comprehensive Plan divides the City into 8 planning areas. For the purpose of description, the individual planning areas are identified as the Harbor, Northwest, Southwest, North Central, South Central, East, Eastern Urban Growth Area and Southwestern Urban Growth Area planning areas. These areas are located on Figure 3 and are described as follows.

The Harbor planning area contains the Coast Guard Station, the Port and Salmon Club boat ramps, Ediz Hook Park, and Nippon Industries Mill on Ediz Hook. The historic downtown and waterfront are also essential parts of this sub area. The boat haven marina, log export terminal, the K-Ply mill, the Coho Ferry terminal, and City Pier line the waterfront. The Rayonier Mill site was closed in 1997 and is undergoing site remediation for clean up of materials left from the previous mill operation. The site will become available for redevelopment in the future. Entertainment activities (movie theater, bookstores, antique shops, galleries, historic underground tour and restaurants) abound within the pedestrian oriented central business district.

The Northwest planning area covers the western edge of town lying beyond Tumwater Creek and north of the airport. This area is comprised largely of older homes, however, recent growth pressure has led to new subdivisions and home construction in the area. There is a commercial area serving the residents along C Street. A pocket of industrial/commercial activities is located along the Tumwater Truck Route/US 101 junction. This area of town has limited access because of the Tumwater Creek ravine and the bluffs. It also has the largest segment of undeveloped residential land within the current City limits.

The Southwest planning area includes Fairchild International Airport, the Clallam County Fairgrounds and Lincoln Park. Industrial development is located at the airport industrial park. A

few homes lie within the City limits along Lower Elwha Road, but otherwise this planning area contains predominantly industrial and park (recreation) land uses.

The North Central planning area is the older, denser portion of town. It is an area divided by Valley, Peabody and Ennis/White's Creek ravines. It contains all of the municipal buildings, Clallam County building and courthouse, and the recently renovated Carnegie Library. The commercial uses along Lincoln Street provide community shopping opportunities. Recreation is provided by a number of parks. Much of the city's multifamily housing is within this planning area.

The South Central planning area is the area of town with newer homes, on larger lots. This is where the street pattern changes from traditional blocks to cul-de-sacs. Many views of Port Angeles Harbor and the Strait of Juan de Fuca are available. The Port Angeles High School lies within this planning area. The Olympic National Park Headquarters and Visitors Center is along the Heart of the Hills Road.

The East planning area is the area east of Race Street to the eastern city limits. This area has a mix of older homes and newer residential subdivisions and development, as well as a portion of the main commercial corridor. Marine views from upper elevations are possible, along with mountain views. This planning area includes Peninsula College facilities and Peninsula Golf Club.

The Eastern Urban Growth Area is generally the area east of the city limits. Remnant properties in the UGA that are located south of the city limits and east of Valley Creek are considered to be in this area until annexation occurs whereby they will be considered to be part of the adjacent planning area. Policies for this planning area are adopted by Clallam County as a part of the Port Angeles Regional Comprehensive Plan.

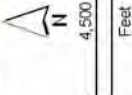
The Western Urban Growth Area is generally the area west and south of the city limits. Remnant properties in the UGA that are located south of the city limits and west of Valley Creek are considered to be in this area until annexation occurs whereby they will be considered to be part of the adjacent planning area. Policies for this planning area are adopted by Clallam County as a part of the Port Angeles Regional Comprehensive Plan.

The Regional Transportation Planning Organization has designated Port Angeles as a primary center of mixed use development and the Urban Growth Areas as a secondary center of mixed use development in the Regional Transportation Plan. Goals and Policies in the Growth Management Element of this Comprehensive Plan support focusing new growth and mixed use opportunities in the City and UGA

The EIS provides a detailed analysis of the existing use and supply of land in the City as well as a comparison of population/growth projection methods used for determining future land use needs represented in the Land Use Element. Again, for an in-depth analysis of these issues, one should refer to EIS. For the purpose of this description, the following figures show how the land within the city is currently used, how it is zoned, and a comparison of the two.

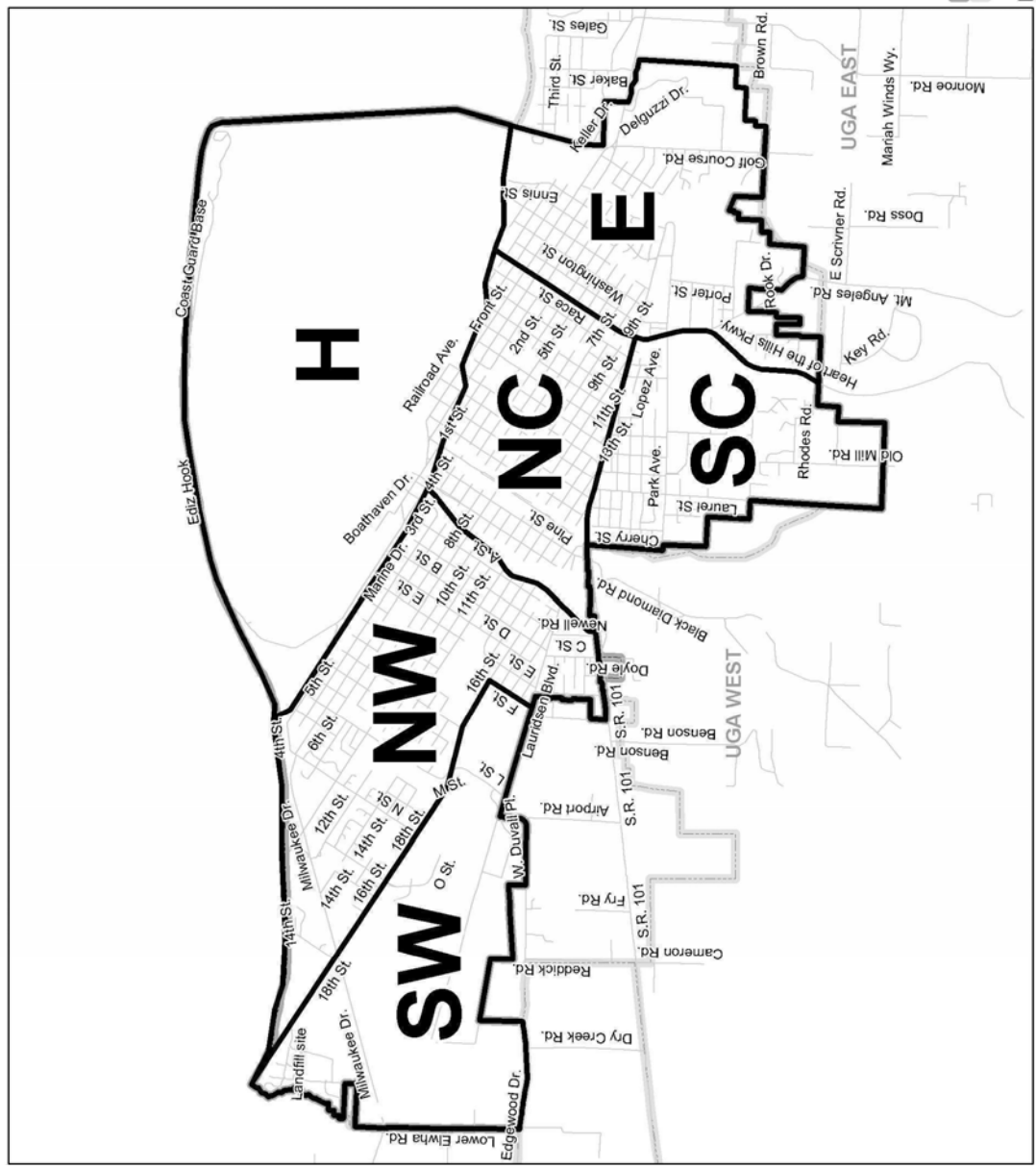


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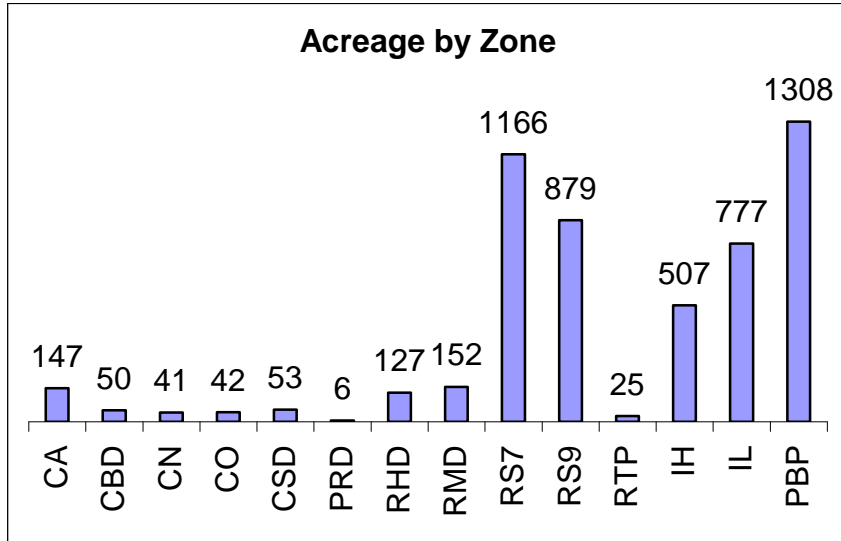
- City & UGA Limits
- City of PA
- Urban Growth
- Planning areas



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Figure 3 City Planning Areas

Figure 4 shows the number of acres and the percent of the City's land that is zoned for residential, commercial, industrial, and public uses. The total area of zoned land equals 5,280 acres.



ZONE	Percent by Zone
CA	2.8%
CBD	0.9%
CN	0.8%
CO	0.8%
CSD	1.0%
PRD	0.1%
RHD	2.4%
RMD	2.9%
RS7	22.1%
RS9	16.6%
RTP	0.5%
IH	9.6%
IL	14.7%
PBP	24.8%

Figure 4 Acreage by Type of Zone

Figures 5 through 9 show the current number of vacant acres (not including those containing identified critical areas) and developed acres in each of the City's zoning districts.

INDUSTRIAL	Zone	Area in Acres	# Vacant Parcels	Area of Vacant Parcels	% of Vacant Area
	M (UGA)	410.1	14	15.8	3.86%
	IH	507.2	66	182.3	35.93%
	IL	776.7	73	152.3	19.60%

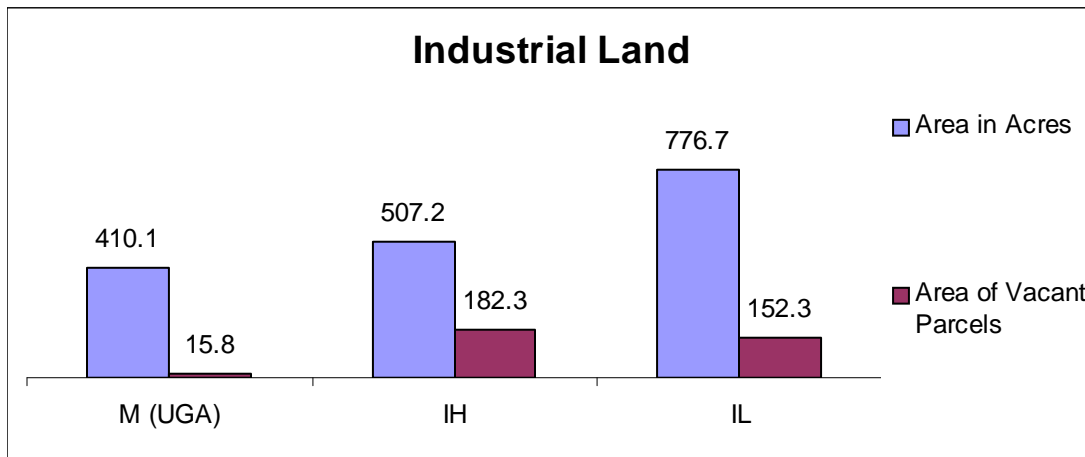


Figure 5 Acreage of Vacant Industrial Land in the City and Urban Growth Area

RESIDENTIAL Zone	Area in Acres	# Vacant Parcels	Area of Vacant Parcels	% Vacant
RHD	127.5	32	12.4	9.74%
RMD	152.2	14	36.0	23.67%
RS7	1165.6	306	98.7	8.47%
RS9	879.1	202	246.5	28.04%
RTP	25.1	2	0.1	0.52%

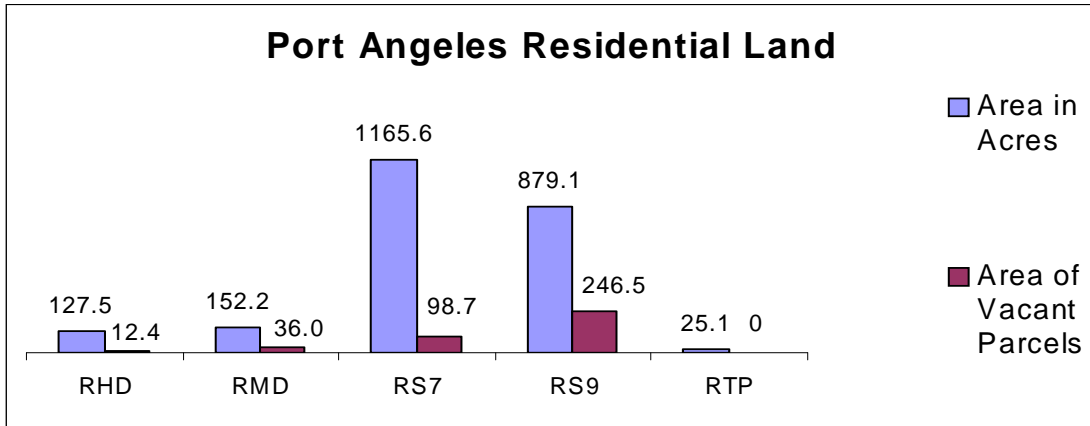


Figure 6 Acreage of Vacant Residential Land in the City limits

COMMERCIAL Zone	Area in Acres	# Vacant Parcels	Area of Vacant Parcels	% Vacant
CA	143.4	29	9.6	6.69%
CBD	49.9	7	4.6	9.24%
CN	41.2	9	1.9	4.71%
CO	42.6	9	1.4	3.24%
CSD	53.0	16	3.3	6.21%

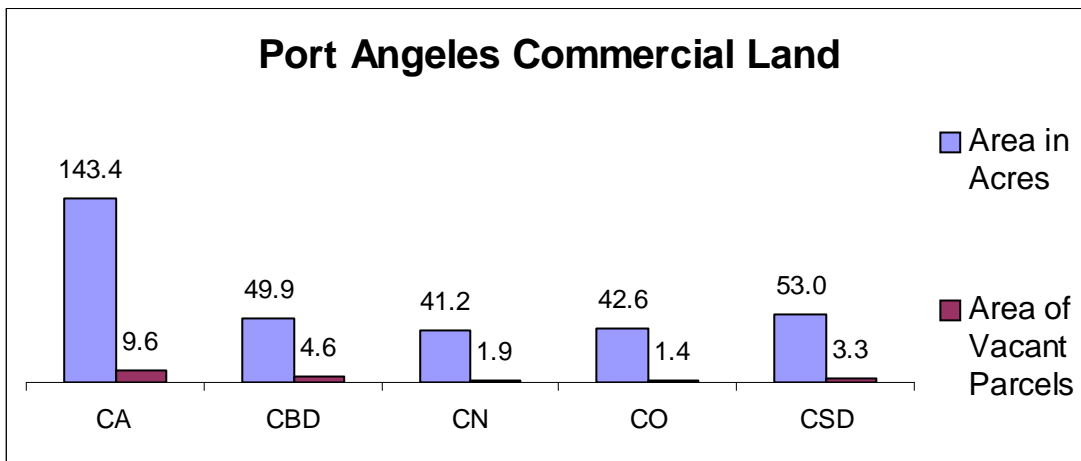


Figure 7 Acreage of Vacant Commercial Lands in the City limits

RESIDENTIAL	Zone	Area in Acres	# Vacant Parcels	Area of Vacant Parcels	% of Zone Vacant
	MD	242.0	54	35.3	14.58%
	LD	475.5	113	114.7	24.13%
	VLD	312.3	63	128.4	41.11%
	VLD/LD	762.9	79	329.3	43.17%
	R1	716.5	153	310.7	43.35%
	RCC3	924.8	57	464.5	50.22%
	RCC5	586.2	0	0.0	0.00%

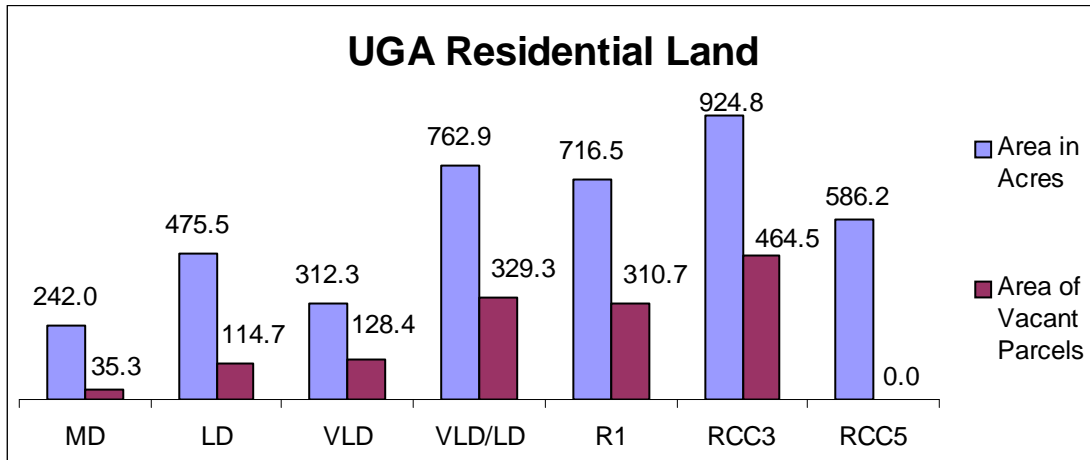


Figure 8 **Acreeage of Vacant Residential Land in the Urban Growth Area**

COMMERCIAL	Zone	Area in Acres	# Vacant Parcels	Area of Vacant Parcels	% of Zone Vacant
	UNC	181.5	64	30.9	17.05%
	URC	89.9	12	9.6	10.66%
	RLC	194.5	12	131.2	67.47%
	RNC	55.7	0	0.0	0.00%

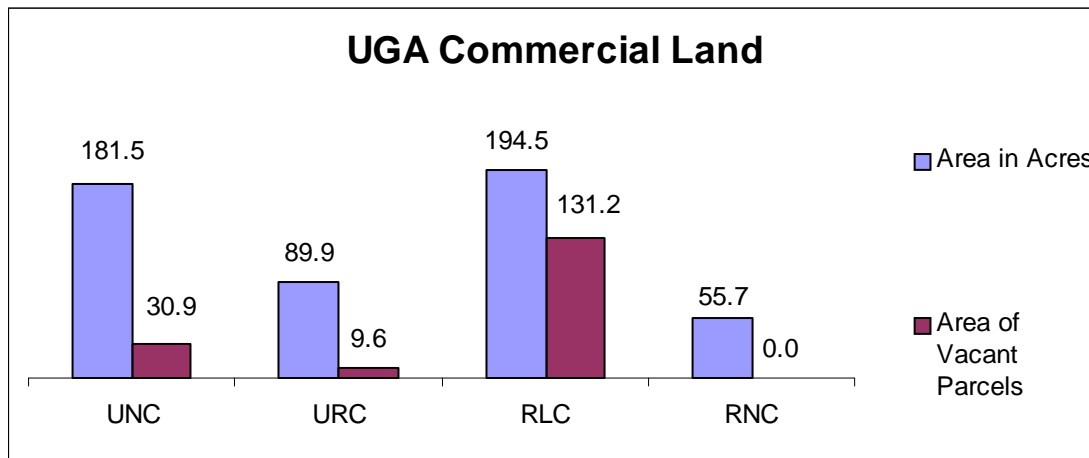


Figure 9 **Acreeage of Vacant Commercial Land in the Urban Growth Area**

Housing

In 1990, 7,553 dwelling units were located in Port Angeles. By 1992 the dwelling units had increased by 422 units (or 5.6%) to a total of 7,975 dwelling units. By 2004 the dwelling units have increased by another 797 units (or 10%) to a total of 9,479.

In the decade of the 1990s, the City of Port Angeles grew at a slow rate of 3.9%. The growth in the UGA during the same time was 6.3%. During the period of 1996 to 2003, building permit activity shows that only 10.7% of the county-wide residential building units were constructed in the City of Port Angeles, while 14.2% of the county's residential construction was in rural areas of the Port Angeles planning region. Recent amendments to the Comprehensive Plan are intended to reverse the City's no growth trend.

Transportation

The road network in the City of Port Angeles is characterized by a grid pattern that is oriented east to west (parallel to the waterfront) and north to south. This pattern shifts slightly south of Lauridsen Blvd. where the streets shift to match the platting pattern established by the County before the City boundaries were expanded. The regular geometry of this pattern is generally retained, except where the topography of the foot hills, the deep ravines or the bluffs along the Strait of Juan de Fuca cause the road realignment. The street pattern is shown on Figure 7.

The street grades are moderate in most areas, as they adapt to the topography, which goes up from the waterfront and gently undulates as the foothills flatten to meet the Strait of Juan de Fuca. The most unique characteristic of the street network is the way it is interrupted by several deep ravines, which bisect the east-west street network resulting in a limited number of streets that run continuously from one end of the City to the other.

The Regional Transportation Planning Organization (RTPO) identifies US 101 as the only Highway of Statewide Significance in Port Angeles. The level of service for Highways of Statewide Significance is established by Washington State Department of Transportation. There are five Highways of Regional Significance through the City (US 101, State Route 117 Tumwater Truck Route, Race Street leading to the Olympic Park Visitor Center and Hurricane Ridge, the First/Front couplet/Marine Drive from US 101 to SR 117, and Lincoln/Laurel/Oak connecting US 101 with the Railroad Avenue Ferry landing).

There is one designated truck route in the City that runs from east to west along the Front/First Street couplet to Tumwater Truck Route (State Route 117) and along Tumwater Truck Route south to US 101. All roads in Port Angeles including highways of statewide and regional significance operate and level of service D or better.

The City of Port Angeles is served by Clallam Transit, the Public Transit Benefit Area (PTBA) Agency that serves the Clallam County with a combination of scheduled and para-transit services. Clallam Transit currently identifies four routes that circulate within the City limits. These routes all originate from the downtown area. The four routes provide service to east City limits at the Plaza shopping center, the west side to the Elwha Tribal Center and Fairchild International Airport, the near west side to the fairgrounds, and south through the central portion of the City to Ahlvers Road. A second function is to move people between Port Angeles and other smaller cities and communities on the Peninsula.



Port Angeles - NAVAJO
Bismarck - NAVAJO



3,000

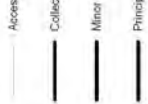
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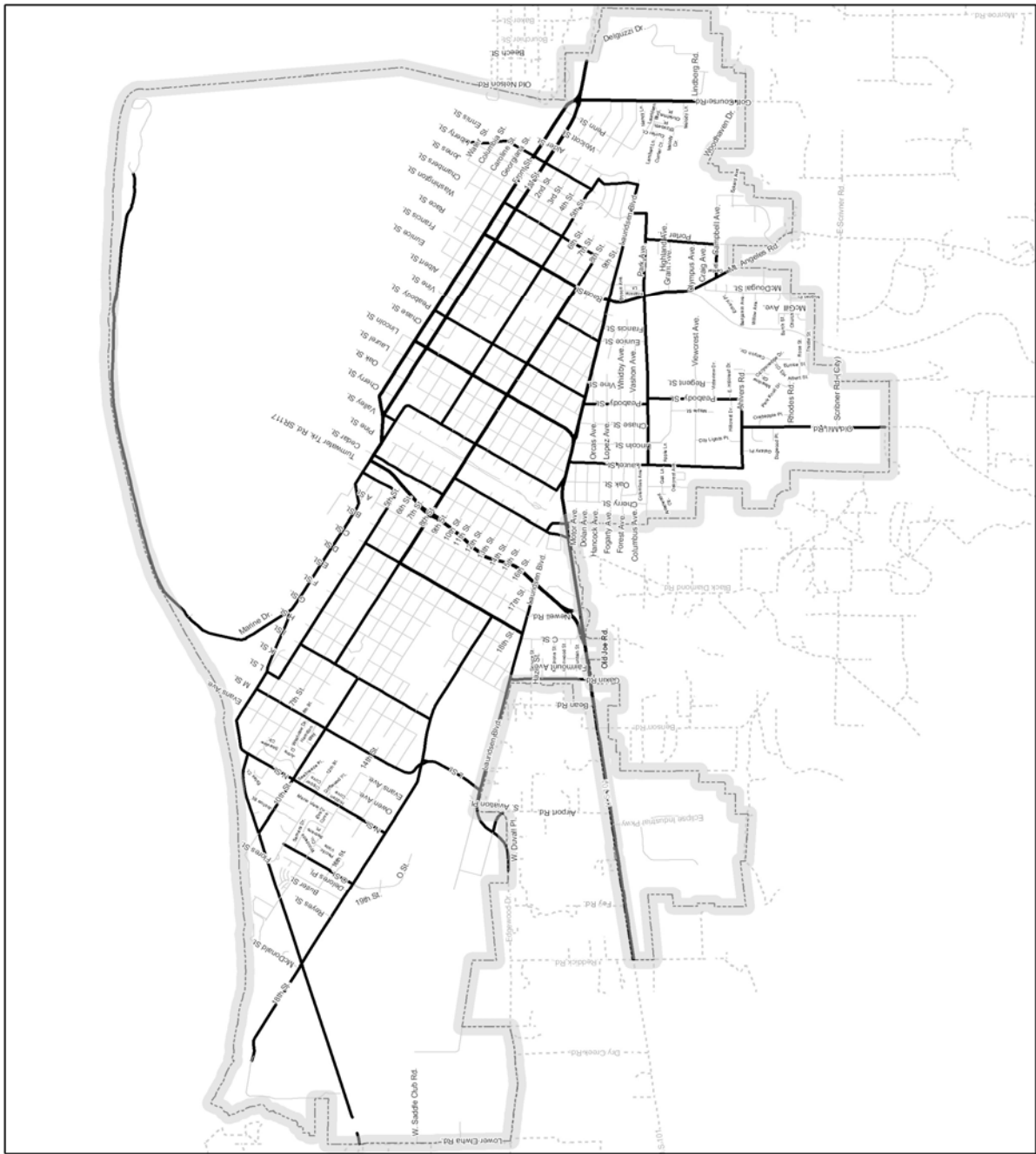
City Boundary



City Streets



County Roads



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Figure 10 City Street Map

Clallam Transit System ridership has shown an overall increase in numbers on all routes in the past decade. This may in part be contributed the status of the economy in that period.

A private carrier, Olympic Bus Lines, provides daily service between Port Angeles and the Seattle area, including regular stops at the major hospitals, the Seattle Greyhound Bus Station, and SeaTac International Airport.

The Port of Port Angeles is responsible for the port operations along the waterfront, including ownership of the Black Ball Ferry Terminal, the boat haven, and other properties supporting water related industry, and at the Fairchild International Airport including the Airport Industrial Park.

The William R. Fairchild International Airport is located southwest of the central city and serves a combination of commercial and private aviation demands in the region. Because of its international status, this airport has a unique market for passengers traveling between Canada and the United States. With a full time U.S. and Immigration staff, regional airlines serving Victoria stop in Port Angeles for clearance to avoid the congestion and delay at SeaTac. Early in 2004, Horizon Air, a major carrier from Port Angeles to Sea-Tac International Airport, withdrew service due to lack of customers. San Juan Air began flights from Port Angeles to Boeing Field in Seattle at the beginning of 2004, and Kenmore Air Service began flights to Boeing Field in July of 2004.

Air Cargo is an ever-increasing component of airport operations with a 58 percent increase in airfreight tonnage in the past 10 years. The two-runway airport is well situated to serve increased volume because the long runways remaining from this original military airfield can serve the trend to larger aircraft.

Land uses surrounding the William R. Fairchild International Airport include residential, industrial and open space. The main landing approach for the airport is over the most densely populated portion of the City, located east of the airport. The area to the west of the airport (the primary take-off area contains the City's landfill. This landfill is currently planned to be closed in 2006 and converted into a solid waste transfer station to reduce the hazards associated with conflicts between airplanes and scavenger birds feeding at the landfill. Farther to the west, the area is located in the County and is zoned Rural Low and Moderate density and Rural Character Conservation (RCC3) to maintain low-density residential areas in the flight path area. The lands adjacent to the airport on both the north and south are designated and zoned as industrial to minimize the impacts that may be expected from more intensive land uses adjacent to an airport.

Urban Services

The Port Angeles Police Department currently provides police protection within the city limits of Port Angeles and operates PENCOM, the emergency dispatch for eastern Clallam County. The police headquarters are located at City Hall. The Department has 53.5 personnel, of which 29 are sworn officers and 5.5 are volunteers.

The Port Angeles Fire Department currently provides fire and Medic 1 protection within the city limits of Port Angeles. The headquarters are located at 5th and Laurel Streets. The department has 23 full-time personnel, of which 15 are fire fighters, six of whom maintain paramedic certification, and all are emergency medical technicians.

The City of Port Angeles water service area includes the land within the city boundaries, along with services within Clallam County P.U.D. No. 1, 52 Dry Creek customers, 5 Black Diamond customers, and one government account outside the city limits. The City also provides wholesale water to P.U.D. No. 1, subject to certain conditions consistent with GMA. In the City's 2002 Water Comprehensive Plan, the future service area limit was from Morse Creek to the Elwha River and bordered on the south by the Olympic National Park.

The current water supply for the City is from the Elwha River. The Elwha River Ranney Well System with a minimum yield of 11 million gallons was constructed in 1977. This source provides for domestic and commercial and some industrial needs of the City. There is also a separate industrial water supply line for the mills. The source is a small diversion dam on the Elwha River approximately eight miles from the city limits. Water treatment plants are being planned to treat the Elwha River waters once the Elwha dams are removed in 2006.

The City maintains all public storm sewers and culverts. The City maintains the WSDOT conduits and culverts along US 101 within the city limits. The City has only limited legal access to natural drainage courses throughout the city. Public access is available for some of the sites and areas.

Sanitary or combined sewers serve approximately 3,700 acres in Port Angeles. The city has mostly 8-inch local sanitary sewers and even some small 6-inch. However, the city's original collection system was designed as a combined sewer system with storm water. This occurs primarily in old downtown in an area approximately bounded by the waterfront on the north, Valley Street on the west, Peabody Street on the east and 6th Street on the south. There were no storm sewers in the city until the 1950's. The existing storm sewer system grew in bits and pieces as individual renovation projects and LIDs responded to local problems. The storm sewers are 6" and 8" diameter due to the steep terrain of the city. The existing storm sewers run primarily in the north/south "short block" orientation picking up catch basins, which happen to be at the east/west "long block" intersections. In summary, the old downtown has combined sewers and the rest of the city has varying degrees of partially separated sewers.

The sewage collection system has 10 pumping stations. Eight are operated and maintained by the City, with Rayonier and Nippon Industries mills each having one private pump. Three of the City's stations are along the main interceptor leading to the treatment plant. The Nippon Mill also operates its own water treatment facility.

The City Parks and Recreation Department maintains over 194 acres of parkland, 14 playground equipment sites, 13 baseball and/or softball fields, 9 football fields and/or soccer fields, 12 tennis courts, and an indoor pool. The City also provides excellent general recreation and senior activity programs. A review of the parks and recreation facilities is included in the DEIS, and the location of the facilities is shown on Figure 11.

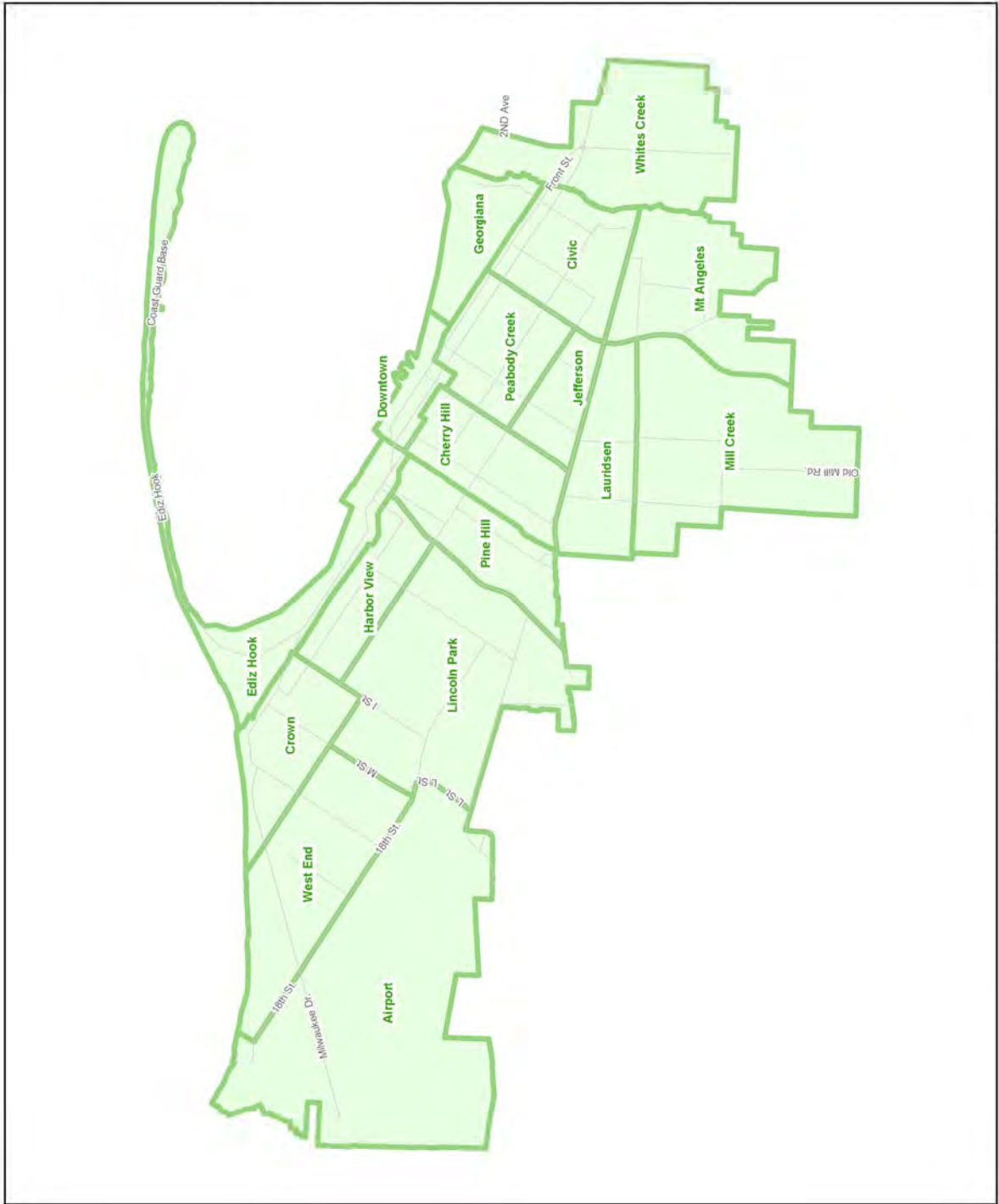


Port of Port Angeles - NEPTZ US
Department of Public Works - M/D 3/1/17



3,250

Feet



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Figure 12 City Neighborhoods

The existing interceptor system was constructed in 1969 for the purpose of eliminating six major and numerous minor outfalls of raw sewage into Port Angeles Harbor. These outfalls are now used for the combined sewer overflows. Overflows occur during high intensity storm conditions because of the hydraulic limitations of the interceptor system. Newer storm systems are separated from sanitary sewer systems.

The treatment plant is located on a 3.5-acre site on the eastern city limit of Port Angeles and just east of the former Rayonier mill site. The treatment plant was completed in 1994 to provide secondary level treatment of sewage and to accommodate 10.6 million gallons peak capacity per day of sewage. In the future, the City intends to construct facilities to reduce the combined sewer overflows.

The Solid Waste Utility through the Port Angeles Public Works Department provides solid waste services. Refuse collection is mandatory for the residents of Port Angeles. The City of Port Angeles has a policy of not accepting quantities of out-of-county waste at the Port Angeles landfill.

The City of Port Angeles owns and operates the Port Angeles transfer station. This site provides disposal services to residential, commercial, and industrial customers throughout Clallam County, including curbside collection of recyclable materials inside the City limits. Current participation in the curbside recycling program is 30 to 35%. In addition to disposal, a recycling program is conducted at the transfer station site. White goods, aluminum, glass, cardboard, newsprint, catalogues, magazines, used oil, and used car and truck batteries are the primary target materials. A co-composting facility for managing green waste and biosolids from the wastewater treatment plant is also operated at the site. The city landfill was converted to a transfer station in 2006. The landfill closure was mandated by the Federal Aviation Administration because of the potential for scavenger birds at the landfill interfering with air traffic from the adjacent airport. Since the conversion of the landfill to a transfer station, waste is transported to regional landfills in Eastern Washington.

Port Angeles Light Utility is the electric power provider within the city limits. Clallam County P.U.D. is the electric power provider for the unincorporated areas surrounding Port Angeles. However, there are several areas outside the City that the City serves. These include an area near the Peninsula Golf Course, homes south of the City along Mount Angeles Road, west of the airport and the Fairmont Trailer Park. The Bonneville Power Administration (BPA) via its transmission lines delivers the power used by both Port Angeles City Light and Clallam County P.U.D. The P.U.D. has one substation within the PAUGA at Monroe Street. There are 8 electrical substations within the City of Port Angeles.

The Port Angeles School District Number 121 serves the City of Port Angeles and its surrounding community. The District operates four elementary schools, one middle schools (grades 6-8), one comprehensive high school, one alternative high school, and is host to the North Olympic Peninsula Skills Center. Within the City of Port Angeles there are three elementary schools; these are Franklin Elementary, Hamilton Elementary, and Jefferson Elementary. Stevens Middle School, Port Angeles High School and Choice Alternative School provide for secondary education. The Skills Center, working closely with Peninsula College, provides the latest vocational/technical education in a competency based learning environment. The Port Angeles School District has

closed one middle school and two elementary schools that are located outside of the city limits in recent years. These closures result in a concentration of students in the schools remaining open within the city limits. The closures reflect an aging demographic in Port Angeles and Clallam County in general.

The Peninsula Community College is a comprehensive community college located in Port Angeles. The campus is located at the east edge of the city.

By partnering with community organizations and other institutions of higher education, Peninsula College is helping to enhance and strengthen educational and training opportunities for everyone on the peninsula. Recent initiatives include developing the Applied Environmental Technologies Center of Excellence by working in collaboration with several local entities, including the Clallam County Economic Development Council and private businesses, collaborating with the North Olympic Peninsula Skills Center and Business Incubator Network to provide training programs for young people, the work force, and growing local businesses, and partnering with the Workforce Development Council to provide services to expand the use of technology in the Medical Assistant Program and to provide training as part of the Work Source Affiliate Site.

Peninsula College also collaborates with several-four-year colleges and universities to provide opportunities for local residents to earn bachelor degrees on the peninsula. These collaborations include a new partnership with Western Washington University's award-winning Huxley College of the Environment that allows peninsula residents to earn their B.A. and B.S. degrees on the Peninsula College campus without having to leave the area or face long commutes to Bellingham. The program will commence effective with the start of the 2004 fall quarter. It is also possible to earn a bachelor's degree in education. Collaboration with City University allows Olympic Peninsula residents to earn a bachelor's degree in education, University of Washington—Bothell allows individuals to earn a bachelor's degree in Nursing, Washington State University allows residents to earn eleven different degrees via distance learning, and the East Jefferson Education Consortium allows individuals to pursue a variety of degree opportunities through the 12 universities and educational organizations that have partnered with Peninsula College in this consortium. The partnering entities, in addition to Peninsula College, include Centrum Center for the Arts, Chapman University Bangor Campus, City University, Port Townsend Marine Science Center, Southern Illinois University Program in Workforce Education and Development offered at Bangor, University of Washington, Washington State University, and Western Washington University.

The college currently employs 66 full-time faculty, 146 part-time faculty and 96 persons as staff and administration on the Port Angeles campus.

Economic Development

Clallam County and the City of Port Angeles are rich in natural resources. The Olympic Peninsula has proved to be one of the country's most productive timber growing areas, while the Strait of Juan de Fuca has provided the area with a vast fishery. However, recent declines in these resource industries have had a major impact on the economy of both Clallam County and the City of Port Angeles. The Rayonier mill closed in 1997 putting up to 200 people out of work. The decline of salmon and the subsequent listing of Chinook salmon, summer chum, and bull trout as endangered

species have reduced the commercial fishing industry dramatically. These economic declines are being replaced to some extent by service industries that are driven by tourism and the popularity of the Olympic Peninsula as a retirement destination. Port Angeles is also striving to strengthen its marine trades and industries. Westport Shipyard recently located a yacht manufacturing facility in Port Angeles. Port Angeles Hardwoods opened a new sawmill, specifically for milling locally grown maple and alder woods, in 2005.

In the past, the area's natural resources provided the majority of jobs in the area. The largest manufacturing firms in Clallam County are all located in Port Angeles or the PAUGA. Currently, Nippon Industries employs 270 people, K-Ply Plywood employs 175 people, and Crown Pacific employs another 96 people. Port Angeles' newest employer, Westport Shipyard now employs approximately 200. Major shipments of forest products to Japan, Korea, and China have historically provided a strong market, bolstering the log export segment of the local economy. Export and old growth timber harvesting are expected to be reduced significantly in coming years due to various government restrictions.

In light of the recent developments in the timber and fishery industries, it is important for Port Angeles to develop and improve its other economic resources, such as tourism and manufacturing.

Port Angeles is part of a major international tourist route. The presence of the Olympic National Park with over three million visitors a year, two ferry terminals with service to Victoria and Vancouver Island which carries approximately 500,000 passengers per year, combined with the local freshwater and ocean sport fishing brings a steady flow of tourists to the City, creating an important economic resource.

In general, the local economy appears to be relatively stable despite much uncertainty in the timber harvesting and log exports. Growth in the retirement community has been continuing, and tourism is expanding rapidly. The forest products industry will most likely stabilize at a lower level of activity.

III. DEFINITIONS

General Comments

The following definitions are for terms, which are used in the document and are provided for clarification purposes in the interpretation and implementation of the various goals and policies.

Definitions of Terms

Adequate Public Facilities:	facilities, which have the capacity to serve development without decreasing levels of service below locally established minimums.
Affordable Housing:	the adequacy of the community's housing stock to fulfill the housing needs of all economic segments of the population.
Accessory Residential Unit:	a residential unit, which is subordinate in area, extent, or purpose to a principal residential unit and is located on the same zoning lot as the principal residential unit.
Available Public Facilities:	that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time.
Best Available Science:	that scientific information applicable to the critical area prepared by local, state or federal natural resource agencies, a qualified scientific professional or team of qualified scientific professionals, that is consistent with criteria established in WAC 365-195-900 through WAC 365-195-925.
Best Management Practices:	conservation practices or systems of practices and management measures that: <ul style="list-style-type: none">• Control soil loss and reduce water quality degradation caused by high concentrations of nutrients, animal waste, toxics, and sediment;• Minimize adverse impacts to surface water and ground water flow, circulation patterns, and to the chemical, physical, and biological characteristics of wetlands;• Protect trees and vegetation designated to be retained during and following site construction; and• Provide standards for proper use of chemical herbicides within critical areas.
City:	the City of Port Angeles, Washington.
Cluster Commercial Development	retail or other commercial uses, usually arranged in a group of buildings, that create a node of uses with a cohesive design plan and shared access points on an arterial street. Cluster commercial development is characterized by a cohesive design plan that includes at least two of the following elements: (1) pedestrian connections,

	(2) shared parking concepts, (3) buildings arranged in groups to create a node of commercial uses without individual street access points rather than along the linear pattern of a strip commercial development, and (4) common building design features and signage.
Community Services:	cultural, social and recreational services necessary to enhance the quality of life, such as libraries, parks and recreation services, fine arts, and festivals.
Concurrency:	that adequate public facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate public facilities" and of "available public facilities" as defined above.
Consistency:	requires that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.
County:	Clallam County, Washington.
District:	a portion of a planning area, which is defined by the primary uses located in that portion of the planning area.
Development:	any activity which would alter the elevation of the land, remove or destroy plant life, cause structures of any kind to be installed, erected, or removed, divide land into two or more parcels, or any use or extension of the use of the land.
Development Rights:	a broad range of less-than-fee-simple-ownership interests.
Domestic Water System:	any system providing a supply of potable water, which is deemed adequate pursuant to RCW 19.27.097 for the intended use of a development.
Essential Public Facilities:	public capital facilities of a county-wide or state-wide nature which are typically difficult to site. Essential public facilities include the following: <ul style="list-style-type: none"> • Airports • Hazardous waste facilities • State education facilities • State or regional transportation facilities • State and local correctional facilities • Solid waste handling facilities • In-patient facilities including <ul style="list-style-type: none"> > substance abuse facilities > mental health facilities > group homes

Emergency Services:	services, which are a City responsibility, and consists of provisions for police, fire, emergency medical and disaster services.
Facility:	something designed, built, installed or utilized for the specific purpose of providing a service.
Financial Commitment:	that sources of public or private funds or combinations thereof have been identified which will be sufficient to finance public facilities necessary to support development and that there is reasonable assurance that such funds will be timely put to that end.
Impact Fees:	Payments to the city for the acquisition and development of new infrastructure or facilities, i.e., parks, schools, transportation systems, etc. based on a per unit (impact) assessment.
Growth Management Act:	the Growth Management Act as enacted in Chapter 17, Laws of 1990 1st ex. sess., and chapter 32, Laws of 1991 sp. sess., state of Washington.
Level of Service:	an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.
Manufactured Home:	a factory built, single-family structures that meet the National Manufactured Home Construction and Safety Standards Act (42 U.S.C. Sec. 5401), commonly known as the HUD (U.S. Department of Housing and Urban Development) Code, and that also meets the following requirements: <ol style="list-style-type: none"> 1. Consists of two or more fully enclosed parallel sections each of not less than 12 feet wide by 36 feet long. 2. Bears an insignia issued by the appropriate federal agency indicating compliance with the construction standards of the U.S. Department of Housing and Urban Development (HUD) as amended and as approved by the State of Washington. 3. Is placed on an on-grade permanent foundation or on footings and piers or on blocks in accordance with HUD's specifications for the specific home with skirting installed so no more than one foot of the skirting is visible above grade. 4. Has all travel appurtenances removed. 5. Is served by underground electrical power. 6. Was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof of not less than 3:12 pitch.
Medical Services:	licensed professional medical services and retail services directly related to medical services, such as hospitals, physicians' clinics, and pharmacies.

Neighborhood:	an area located within a district where people live, which is defined by the primary type and/or density of the residential units located in that particular area of the district.
Planning Area:	a large geographical area of the City which is defined by physical characteristics and boundaries.
Public Capital Facilities:	<p>existing, new or expanded physical facilities, which are owned, licensed or sanctioned by a public entity, are large in size and serve a county-wide or statewide population. Public capital facilities of a county-wide or state-wide nature may include but are not limited to the following:</p> <ul style="list-style-type: none"> • Airports • State educational facilities • State and federal transportation facilities • Regional transportation facilities • State correctional facilities • Local correctional facilities • Solid waste handling, disposal and storage facilities • In-patient facilities including: <ul style="list-style-type: none"> > abuse facilities > mental health facilities > group homes • National, state and regional parks and recreational facilities • Marine terminals • Libraries • Fairgrounds • Hospitals • County courthouse
Public Services:	includes fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.
Public Facilities:	includes streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.
Regional Transportation Plan:	the transportation plan for the regional designated transportation system, which is produced by the regional transportation planning organization.
Regional Transportation Planning Organization:	the voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties, which have common transportation interests.

- Regulatory Reform Act:** Engrossed Substitute House Bill, ESHB 1724 was enacted in 1995 to establish new approaches to make government regulation more effective, and to make it easier and less costly for citizens and businesses to understand and comply with requirements. ESHB 1724 amended a number of laws, including the Growth Management Act (GMA), Shoreline Management Act (SMA), and State Environmental Policy Act (SEPA). Commonly referred to as the Regulatory Reform Act, ESHB 1724 amended the Growth Management Act and State Environmental Policy Act to more thoroughly integrate the SEPA process into the planning process. Appeals of SEPA determinations or permits must also be consolidated so that only one public hearing is held. ESHB 1724 is codified by the City of Port Angeles in Chapter 18.02 PAMC.
- Residential Services:** the providing of residential care on a daily or live-in basis including special needs housing such as group homes, adult-care homes and day-care facilities.
- Sanitary Sewer Systems:** all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.
- Scattered Site Housing:** smaller scale, publicly assisted housing new construction and conversion which is dispersed throughout the community as opposed to high density, public housing "projects" concentrated on one large site or in one area of the City.
- School District:** the Port Angeles School District No. 121.
- Service:** the supplying or providing of utilities, commodities, accommodations and/or activities.
- Shall:** means the statement is mandatory, and the action so stated is required to be done without discretion by decision-makers. The use of "shall" in a statement indicates that the action is imperative and ministerial.
- Should:** means the statement ought to be done, but the action so stated is not required to be done by decision-makers. The use of "should" in a statement indicates that discretion may be used in deciding whether or not to take action. The use of "should" is intended to give decision-makers discretion in matters where exceptions are warranted by such factors as physical hardships and special circumstances or when funding must be taken into consideration.

Solid Waste Handling Facility:	any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.
Social Services:	those services necessary to support life and health, such as food banks, hospices, home health, congregate care, and day care services.
Strip Commercial Development	retail or other commercial uses, usually one-story high and one-store deep, that front on an arterial street with individual access points. Strip commercial development differs from central business districts, shopping centers, or other cluster commercial developments in at least two of the following characteristics: (1) there are no provisions for pedestrian access between individual uses, (2) the uses are only one-store deep, (3) the buildings are arranged linearly with individual street access points rather than clustered, and (4) there is no design integration among the buildings.
Transfer of Development Rights:	the conveyance of development rights by deed, easement, or other legal instrument to another parcel of land and the recording of that conveyance.
Transportation Facilities:	include capital facilities related to air, water, or land transportation.
Transportation Systems Management:	the use of low capital expenditures to increase the capacity of the transportation system. TSM strategies include but are not limited to signalization, channelization, and bus turnouts.
Urban Growth:	refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of the land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.
Urban Growth Area:	those areas designated by the County pursuant to RCW 36.70A
Urban Services:	services that are normally available in an urban environment which include provisions for sanitary waste systems, solid waste disposal systems, water systems, urban roads and pedestrian facilities, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community park.
Utilities:	enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections

between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water, and for the disposal of sewage.

Will: the statement is an action decision-makers intend to do to implement plan goals and policies. The use of "will" in a statement indicates that the outcome can be measured.

Work/live space a living arrangement where the living area is subordinate in size and use to the work space.

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IV. GROWTH MANAGEMENT ELEMENT

General Comments

This Comprehensive Plan has been developed in accordance with the requirements of the State Growth Management Act. The City has met all of the Act's required deadlines for compliance and has participated with Clallam County, the City of Forks, the City of Sequim, the Tribes and various other agencies in the development of a County-Wide Planning Policy.

Early in the planning process the City agreed with the County to address only areas within the current city limits in the City's Comprehensive Plan and to work with the County on a Joint Comprehensive Plan for the Urban Growth Area. On April 13, 1993, the Board of Clallam County Commissioners adopted an Interim Port Angeles Urban Growth Area (see Figure 9). When completed, the Joint Comprehensive Plan for the Port Angeles Urban Growth Area will identify land use designations and locations.

The following goals and policies are included in the Comprehensive Plan to insure continued compliance with the Growth Management Act and compatibility with the County's Comprehensive Plan outside of the PAUGA.

Goals, Policies, and Objectives

Goal

- A. To manage growth in a responsible manner that is beneficial to the community as a whole, is sensitive to the rights and needs of individuals and is consistent with the State of Washington's Growth Management Act.

Policies

1. In all its actions and to the extent consistent with the provisions of this comprehensive plan, the City should strive to implement the following goals of the State Growth Management Act:
 - a. Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
 - b. Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
 - c. Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
 - d. Housing. Encourage the availability of affordable housing to all economic segments of the population. Promote a variety of residential densities and housing types and sizes, and encourage preservation and expansion of existing housing stock.
 - e. Economic development. Encourage economic development throughout the region that is consistent with adopted comprehensive plans, promote economic opportunity, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the region's natural resources, public services and public facilities.

- f. Property rights. Private property should not be taken for public use without just compensation having been made. The property rights of landowners should be protected from arbitrary and discriminatory actions.
 - g. Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
 - h. Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries.
 - i. Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
 - j. Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
 - k. Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
 - l. Public facilities and services. Ensure that those public facilities and services necessary to support development should be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
 - m. Historic preservation. Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.
2. The Port Angeles Urban Growth Area (PAUGA) should be established based at a minimum upon land use demand as determined by the Clallam County 20-year population forecast for Clallam County and specified sub-areas, so long as the county-wide forecast is not less than the most recent forecasts available from the State Office of Financial Management.
 3. The City should work with the County to develop an annexation plan which allows the annexation of land characterized by urban development and which is consistent with the extension of services and the land development policies of the City's Comprehensive Plan and Capital Facilities Plan.
 4. The City should work with the County to ensure appropriate techniques for managing future growth consistent with the urban density, such as a minimum density within the PAUGA and a maximum density outside the PAUGA. A range of densities should be provided by the City for lands within the PAUGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multi-family development.
 5. Urban services/facilities should be provided consistent with the Capital Facilities Element.

6. The City should work with the County and other service providers to determine the appropriate levels of service for such facilities and services and to ensure consistency between service provision within the City, the PAUGA, and the County.
7. The City's preferred policy is to recognize a density of one unit per acre as urban/suburban and to use this density as the demarcation between urban and rural for purposes of establishing or amending the PAUGA; however, the City will continue to discuss this issue with the County with the goal of arriving at a consistent City/County policy prior to finalization of the UGA.
8. The PAUGA should include areas characterized by urban growth adjacent to the existing City boundaries and should take into account the area's physical features.
9. Land designated for commercial or industrial uses, which encourage adjacent urban development, should be located within the PAUGA.
10. The amount of acreage designated for commercial, industrial, or other non-residential uses within the PAUGA should be based upon the Land Use Element and Economic Development Element in the City's Comprehensive Plan.
11. The PAUGA should be established to avoid critical areas, unless addressed as part of the City's Comprehensive Plan, and to exclude resource lands.
12. Urban services to be provided within the PAUGA should include, at a minimum, sanitary sewer systems, solid waste collection/disposal systems, water systems, urban roads and pedestrian facilities, street cleaning services, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.
13. The City should be the ultimate provider of urban services within the City limits and the PAUGA for those services the City provides except to the extent otherwise provided in a UGA Urban Services and Development Agreement that is reached pursuant to the County-Wide Planning Policy.
14. Urban services/facilities for which the City is the ultimate provider should be provided and constructed to meet the design and construction standards of the City.
15. The City or service provider should demonstrate the financial capability for continued operation of the facility following construction.
16. Regulations to protect critical areas, which occur within the PAUGA, should be developed to ensure protection of such areas.
17. All development regulations should be promulgated with due regard for private property rights in order to avoid regulatory takings or violation of due process and to protect property rights of landowners from arbitrary and discriminatory actions.
18. The City and County should together designate and set aside additional lands on the west side of the City for industrial purposes, both inside the City limits and in the UGA.

19. The City should establish performance measures to review progress toward accommodating growth and to ensure appropriate actions are taken to achieve the goals of our community.

Objective

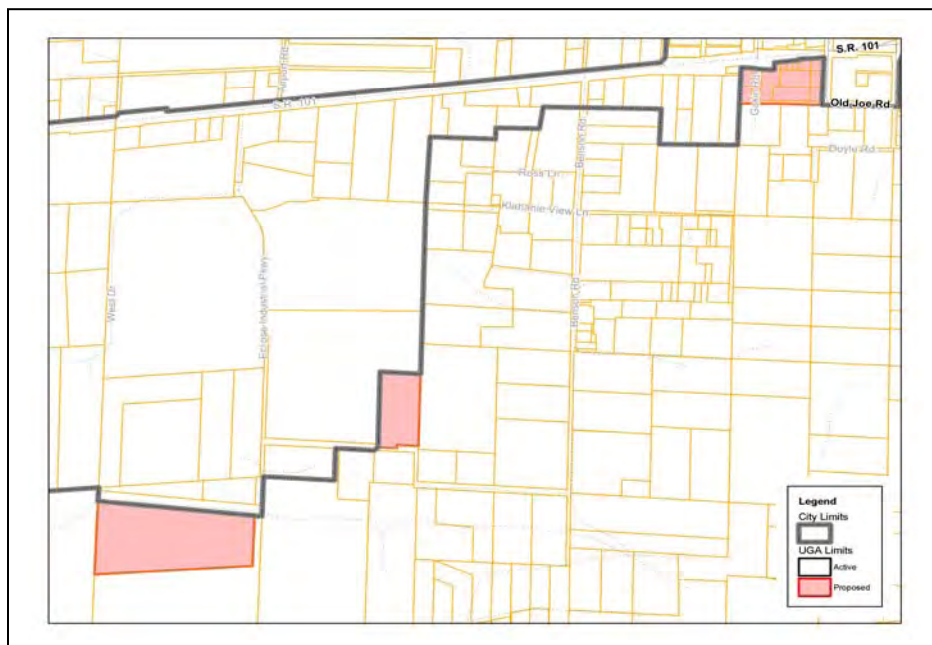
1. The City will continue its efforts to comply in a timely manner with the requirements of the State Growth Management Act.
2. The City will recommend expansion of the southwestern Urban Growth Area to include the area between Edgewood Drive to U.S. 101 from the City limits west to include the areas east of Laird Road currently zoned by Clallam County as RLC, RNC, RCC3, and RCC5 and the areas west of Laird Road currently zoned by Clallam County as RNC and RCC3. Figure 13 below.



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Figure 13. Proposed southwestern Urban Growth Area expansion

3. The City will recommend expansion of the southwestern Urban Growth Area to include twelve parcels located in an area bounded on the north by US 101, on the east by Old Joe Road (the western City limits at that location), on the west by the existing Urban growth Boundary, and on the south by a line parallel to the Old Joe Road right-of-way extended west to the Urban Growth Boundary. Also two parcels described as Parcel Number 063018410000, PT N810' of NE1/4 of SE ¼ and Parcel Number 063017230050, Parcel 5 Volume 12 of Surveys Page 130, SW ¼ of NW 1/4.



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Figure 14 Proposed area for expansion of the western Urban Growth Area.

4. The City will conduct a Buildable Lands Inventory to examine the need for UGA expansions.

Goal

- B. To ensure the orderly transition of land within the PAUGA into the City of Port Angeles.

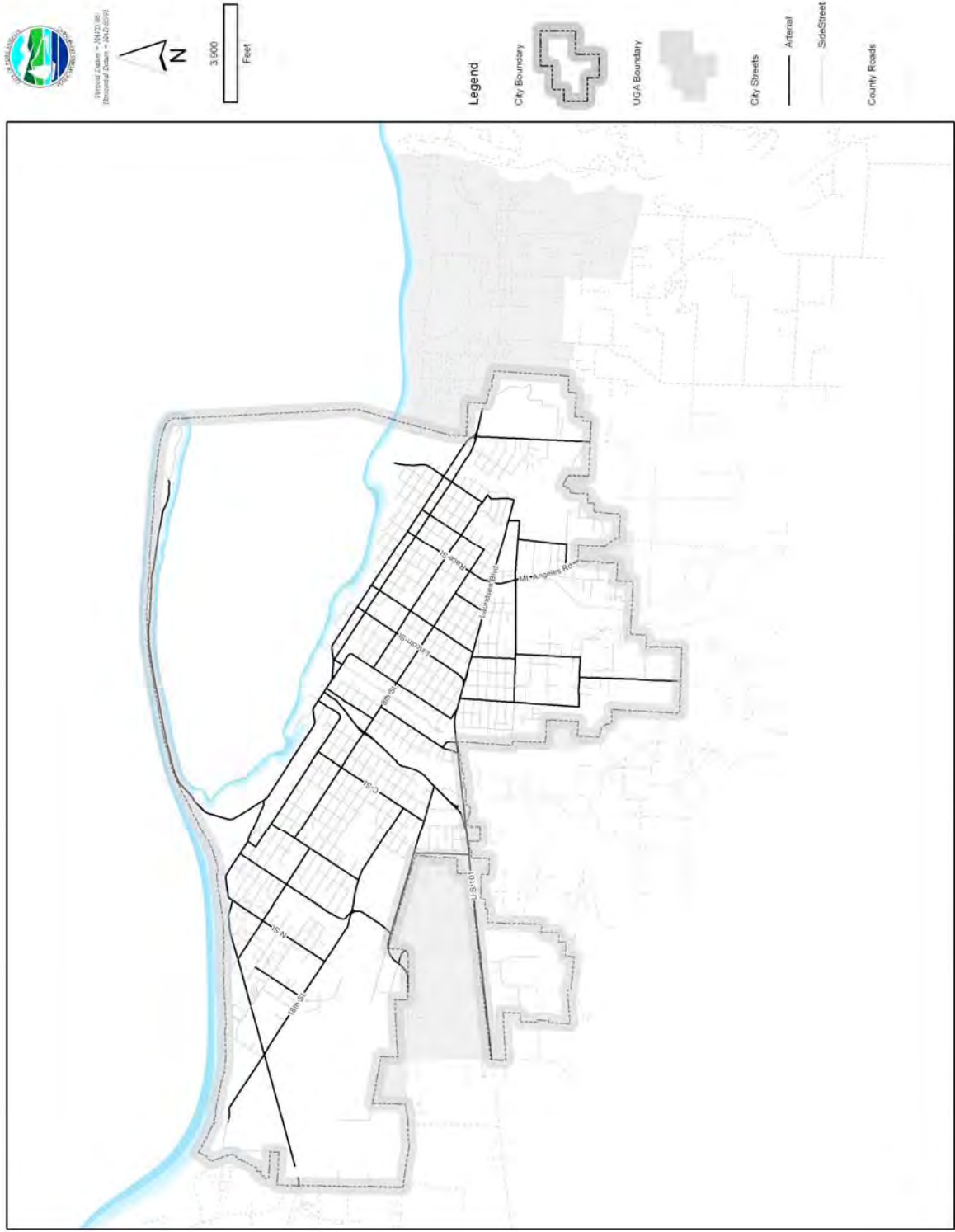
Policies

1. Annexation of land, which is outside the established boundaries of the PAUGA, shall not be allowed.
2. Annexation of land from within the established boundaries of the PAUGA shall be in accordance with the adopted annexation laws.

3. Annexation of land, which is not adjacent to and/or contiguous with the established City Limits boundary-line, should not be allowed.
4. At the time of annexation, the City should appropriately classify and zone such land, based upon the City Comprehensive Land Use Map and the City Comprehensive Plan. Thereafter, the provisions, restrictions, and requirements of City Ordinance #1709, The Port Angeles Zoning Code, shall apply to development of the annexed area.
5. Annexation and development of land should be consistent with the orderly extension of urban services/facilities and in accordance with the City's Comprehensive Plan and capital facility planning.
6. No annexation of land should be allowed in which existing development cannot meet the established concurrency requirements of the City within six years from the time of annexation.
7. No annexation of land should be allowed which results in decreased minimum standards for City streets, water service, sewer service, and/or electrical service provided to existing residents of the City.
8. No annexation of land should be allowed which results in decreased minimum standards for City solid waste collection, stormwater management programs, emergency services and/or telecommunication services provided to existing residents of the City.
9. Annexation boundaries should be drawn to eliminate boundary, interjurisdictional, and service problems.
10. Necessary rights-of-way and easements should be obtained prior to or at the time of annexation.
11. The City should facilitate any annexation in a manner that will minimize financial impact to all residents and businesses.
12. The City should annex in accordance with State statutes its urban growth areas (UGAs) as facilities are extended into those areas and as new urban development takes place.

Objectives:

1. The City will work with Clallam County and affected special districts to develop fair and equitable interlocal revenue sharing agreements to insure the orderly transition of land within the PAUGA into the City.
2. As the ultimate provider of urban services within the City limits and the urban growth areas, the City will work with Clallam County and the affected special districts to facilitate economic growth and new residential construction and to encourage annexation of land within the PAUGA into the City.



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Figure 15 Urban Growth Area map

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V. LAND-USE ELEMENT

General Comments

The Land Use Element establishes City policy regarding how land may be developed. This element and its Land Use Map establishes the following six comprehensive plan land use categories:

- Low Density Residential,
- Medium Density Residential,
- High Density Residential,
- Commercial,
- Industrial, and
- Open Space.

These land use categories are described below and located on the Land Use Map (See Figure 10).

Low Density Residential (Up to 7 Units per Acre)

The Land Use Map identifies three separate categories of residential development. The first is Low Density Residential, which allows an overall residential density of a project or property to range up to 7 units per acre. The high majority of residentially designated property in the City will be of this designation. It is intended for the development of single family homes. It also allows for the development of duplexes and planned residential developments in accordance with the underlying zoning.

Medium Density Residential (Up to 13 Units per Acre)

The primary intent of this designation is for the development of multiple residential unit projects including but not limited to duplexes, townhouses, condominiums, apartments, and planned residential developments at a density up to 13 units per acre.

High Density Residential (Up to 39 Units per Acre, except that existing motel or hotel units may be converted to residential units at a density greater than 39 Units per Acre)

The primary intent of this designation is for development at a density up to 39 units per acre and is intended for areas where a higher concentration of residents is compatible with the surrounding area and uses. Condominiums, apartments, and planned residential developments are the types of building designs appropriate for this category.

Commercial

The Land Use Map contains one commercial category, thus providing maximum flexibility to the City's Zoning Ordinance in regulating the types of commercial uses and their permitted locations.

Industrial

The Land Use Map also designates only one industrial category, thus again providing maximum flexibility to the City's Zoning Ordinance in regulating the types of industrial uses and their permitted locations.

Open Space

The Open Space category includes areas of the City that contain unique or major physical features, such as marine shorelines, bluffs, ravines, major streams, wetlands, critical wildlife habitat, and other natural areas deemed of significant importance to the community. This category also includes park and recreational uses. The development of natural open space areas should be limited to only that which is necessary and does not degrade the significance of the area.

Land Use Map, Goals, Policies, and Objectives

Goal

- A. To guide current and future development within the City in a manner that provides certainty to its citizens about future land use and the flexibility necessary to meet the challenges and opportunities of the future.

Policies

1. The Comprehensive Plan Land Use Map should be used as a conceptual guide for determining current and long-range zoning and other land use decisions. The map's land use designations are intended to show areas where general land use types are allowed. The area between land use designations should be considered an imprecise margin in order to provide flexibility in determining the boundary of such areas. When determining appropriate zoning designations for an area near a margin, the goals, policies and objectives of the Land Use Element should take precedence.
2. All land use decisions and approvals made by the City Council and/or any of its appointed Commissions, Boards or Committees should be consistent with the Comprehensive Plan and its land use map.
3. The City should investigate the value and utility of form-based codes, either as applied to the entire City or to specific areas within the City.

Objective

1. The City will review and revise as necessary the existing Zoning Ordinance, Zoning Map, and other development regulations to ensure consistency with the Comprehensive Plan.

Residential Goals, Policies, and Objectives

Goal

- B. To have a community where residential development and use of the land are done in a manner that is compatible with the environment, the characteristics of the use and the users, and the desired urban design of the City.

Policies

1. Urban services should be available for all residential areas as required by the Capital Facilities Element concurrency policy.
2. Single family lots should be of reasonable shape and should have access provided by an alley or by a local access street or a collector arterial.
3. Large lots should allow for future subdivisions at the densities permitted for the zone in which they are located.
4. All residential developments should be designed with the provisions of fire protection and service vehicle access as key factors in street design and circulation pattern.

5. For efficient circulation, rights-of-way should be obtained and improvements made to further the grid street pattern in the central Townsite area of the City. Cul-de-sacs and curvilinear streets may be permitted when designed as an integral part of the major grid street pattern in the outlying areas of the City, where low impact development standards may apply.
6. All residential developments should be encouraged to preserve and capitalize on existing unusual, unique, and interesting natural, historic, archaeological, and/or cultural features, should preserve and utilize natural vegetation, should utilize and preserve scenic views, should maximize southern exposures and solar efficiency, should offer protection from prevailing winds, and should be designed to minimize energy use.
7. Planned Residential Development techniques should emphasize the overall density of the development rather than minimum lot sizes.

Goal

- C. To have a community of viable districts and neighborhoods with a variety of residential opportunities for personal interaction, fulfillment, and enjoyment, that are attractive to people of all ages, characteristics and interests.

Policies

1. Residential land should be developed on the district and neighborhood concept. Although such districts may be composed primarily of residential uses of a uniform density, a healthy, viable district should be composed of residential uses of varying densities, which may be augmented, by subordinate and compatible uses. Single family and multi-family homes, parks and open-spaces, schools, churches, daycare and residential services, home occupations, and district shopping areas are all legitimate components of district development and enhancement. A neighborhood should be primarily composed of low, medium, or high density housing.
2. Medium and high density housing should be located in areas of the community most suitable for such uses, based on existing services, public facilities, and transportation.
3. Medium and high density housing should be served by arterial streets of sufficient size in order to satisfy traffic demand and to lessen neighborhood traffic congestion.
4. Medium and high density housing could be a transitional use between different land uses, provided such other uses would not adversely impact the residential nature of the housing.
5. Medium and high density housing policies should apply to mobile home parks.
6. Manufactured homes that meet current state regulations should be treated as site constructed housing for zoning purposes.
7. The City should expand housing opportunities in the Central Business District for all income levels, with an emphasis on providing additional moderately priced owner-occupied units.

Objective

1. The City will develop a Residential, Single Family (RS-11) zone with minimum 11,000 square foot lots.

Commercial Goals, Policies, and Objectives

Goal

- D. To create and maintain a healthy and diverse commercial sector for a balanced and stable local economy.

Policies

1. The City should encourage the recruitment of new and the retention of existing commercial developments and businesses, which are consistent with the goals and policies of this Comprehensive Plan.
2. Public uses such as government offices, public service buildings, and other public and quasi-public facilities and services should be allowed in commercially designated areas.
3. The City should vacate rights-of-way to facilitate retention of existing businesses and location of new businesses where land assembly is necessary to achieve the desired urban design of the City.

Objectives

1. The City will work with the Lower Elwha Klallam Tribe to develop a cultural center and marina for large pleasure boats in Port Angeles Harbor.
2. The City will develop an Ediz Hook master plan that designates land uses, improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses.
3. The City will develop a Commercial Regional (CR) zone to allow and encourage land intensive commercial uses (e.g. large regional shopping centers or “big box” stores), where sufficient vacant, buildable, commercial designated land and adequate transportation facilities exist.

Goal

- E. To provide shopping opportunities which meet the needs of all City residents and visitors in safe, usable shopping areas that are compatible with the surrounding area and uses, the environment, and the desired urban design of the City.

Policies

1. Urban services should be available for all commercial areas as required by the Capital Facilities Element concurrency policy.
2. New commercial developments should follow a cluster configuration rather than a strip pattern.
3. Commercial development should buffer its impacts on adjacent residential uses. Where commercial development is adjacent to residential uses, the commercial development should incorporate elements in the site design to soften the impacts on the residential uses.

4. Service access should be distinct from parking areas and separated from pedestrian areas wherever and whenever possible to accommodate pedestrian and vehicular traffic.
5. Commercial development outside the US 101 corridor should not be in a strip pattern.
6. New Comprehensive Plan commercial area designations should not be located along the alternate local cross-town route or the cross-town truck route.
7. District shopping areas should be located at the intersections of arterial streets of sufficient size to satisfy traffic demand and at the boundaries of neighborhoods so that more than one neighborhood may be served.
8. The City should allow neighborhood shopping nodes in residentially designated areas as long as they are in accordance with the planning area/district/neighborhood land use concept and as long as they do not encourage traffic from outside the neighborhood or increase traffic congestion within residential neighborhoods.

Objective

1. The City will increase the commercial area available for development of new businesses or the expansion of existing businesses by extending the Commercial Arterial (CA) zone a half block to include the whole blocks north of Front Street (from Francis Street east to White’s Creek Ravine) and south of First Street (from Eunice Street east to Chambers Street).

Goal

- F. To provide a pleasant, safe, and attractive shopping environment in the traditional downtown waterfront area which provides a wide variety of shopping, dining, entertainment, arts, culture, and housing opportunities for visitors and residents alike.

Policies

1. Commercial development in the traditional downtown should reemphasize its waterfront location and historic heritage, should be oriented to pedestrians and tourists, and should provide maximum enjoyment of the environment and public amenities as well as protection from adverse weather conditions.
2. The City should continue to promote improvements to the traditional downtown area, through beautification projects and in cooperation with downtown business merchants.
3. Residential uses should be encouraged for the downtown area as part of a mixed-use development concept. The City should encourage the development of live/work spaces in the downtown area while ensuring that the physical environment of downtown residential development is compatible with housing uses by minimizing traffic impacts, maintaining security, and providing and maintaining amenities.
4. The City should work with the Port Angeles Downtown Association and all interested parties to develop urban design review guidelines that facilitate architectural elements/features, which should encourage complimentary and aesthetically pleasing new development in the Central Business District (CBD).

Objectives

1. The City will assist the Chamber of Commerce and the Port Angeles Downtown Association in developing heritage tourism and the Downtown underground.
2. The City will assist the Chamber of Commerce and the Port Angeles Downtown Association in developing a waterfront promenade along the Downtown waterfront.
3. The City will encourage community events such as holiday ceremonies, town gatherings, arts and crafts displays, and special business activities such as a Farmer's Market, particularly in the Downtown.
4. The City will consider various parking options to mitigate parking impacts from the Gateway Project and other Downtown projects.

Industrial Goals, Policies, and Objectives

Goal

- G. To create and maintain a healthy and diverse industrial sector for a balanced and stable local economy.

Policies

1. The City should promote a cooperative intergovernmental plan for comprehensive development of industrial infrastructure and amenities to attract and support light and heavy industry.
2. Office, commercial, and limited work/live uses should be allowed in specifically designated industrial areas.
3. The William R. Fairchild International Airport should be considered an essential public facility as referenced in Appendix B (Clallam County-Wide Planning Process).
4. The City will create the necessary ordinances to regulate limited work/live situations in industrial areas.

Goal

- H. To provide opportunities for industrial development in a manner, which efficiently uses the community's various attributes and natural resources, has minimal impact on the environment, contributes to the City's quality of life, and is compatible with the desired urban design of the City.

Policies

1. Urban services should be available for all industrial areas as required by the Capital Facilities Element concurrency policy.
2. Infrastructure, which makes sites attractive and ready to develop, including transportation facilities and utilities, should be available at industrial parks. Industrial development should be encouraged to follow industrial park design concepts.

3. Industrial areas should buffer their impact to mitigate nuisance and hazardous characteristics such as noise, particulate matter in the air, water or odor pollution, or objectionable visual material.
4. Industrial activity should be located in three major areas: adjacent to the harbor, around the airport, and along Hwy 101 west of Benson Road.
5. Because they are hazardous to the community and detrimental to the general environment of the area petroleum refineries, liquefied natural gas and liquefied petroleum gas facilities, energy facilities, energy plants and their associated facilities and associated transmission facilities, as defined in Chapter 80.50 RCW, should not be permitted outside the heavy industrial use area and without conditional use review.
6. The City should discourage the siting of incompatible uses adjacent to the William R. Fairchild International Airport recognizing the need to coordinate airport related uses and other existing land uses that are already established in the vicinity.
7. Limited work/live environments in industrial zones should be encouraged for art or cultural activities that engage in media that are consistent with industrial use. Circumstances should facilitate art opportunities without impacting the industrial integrity of the underling zone.

Objectives

1. The City will develop an industrial marine (IM) zone for shoreline uses similar to the upland industrial park (IP) zone, which allows for mixed commercial and industrial uses.
2. The City will establish a Harbor Study committee comprised of private and public stakeholders in harbor uses and activities to review and revise the Harbor Resource Management Plan, considering changes that have occurred since its adoption and visions that now seem possible.
3. The City will incorporate wording in the zoning code which establishes opportunities for limited work/live environments consistent with industrial zoning.

Goal

- I To facilitate and encourage redevelopment and reuse of large closed or isolated industrial areas within the City in a manner that fosters the local economy and a stable job base.

Policies

1. The City should consider a wider range of uses for redevelopment of large closed or isolated industrial areas than would otherwise be permitted under industrial zoning, including mixed-use development, commercial development and/or residential development as well as industrial uses.
2. The City should consider proposals for any needed amendment of the Comprehensive Plan and zoning concurrently with an application for a binding site plan for some or all of the site of a large closed or isolated industrial property, provided that any change to the comprehensive plan will be acted on as part of the City's annual Comprehensive Plan amendment cycle.

3. The City should approve mixed-use or nonindustrial development of large closed or isolated industrial sites, where it is shown that permitting a wider range of uses on the site will not contribute to or encourage the conversion of other industrial areas to nonindustrial use.
4. The City should create a planned industrial development overlay zone for the purpose of allowing mixed-use development for large closed or isolated industrial sites.

Open Space Goals, Policies, and Objectives

Goal

- J. To create open space for relief within the urban landscape, to retain natural landscapes, to preserve fish and wildlife habitat, and to provide natural corridors, which connect wildlife habitats.

Policies

1. The City should further public interest by designating open spaces to preserve unique or major physical features, such as marine shorelines, bluffs, ravines, streams, wetlands, wildlife habitat and other environmentally sensitive areas deemed of significant importance to the community.
2. The City should limit the use of and access to such natural areas to only that which does not degrade the significance of the area and which protects the rights of property owners.
3. Wooded areas, vegetation, and individual trees serve a functional purpose in climate, noise, light, habitat, and pollution control and should be preserved as part of the urban landscape.
4. The City should discourage intensive recreational uses and impervious surfaces in sensitive open space areas.
5. The City should consider separating the Public Buildings and Parks zone to an Open Space zone and a PBP zone to differentiate environmentally sensitive areas or natural features and spaces from sites containing public facilities and buildings.

Objectives

1. The City will develop a program of land banking, transfer of development rights, or other innovative techniques, which preserve open spaces.
2. The City will support development of a public golf course.
3. The City will develop an Ediz Hook master plan that designates land uses, improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses.

Goal

- K. To encourage the development of parks and recreational opportunities for all residents of the City and to increase access to natural areas in a manner that minimizes adverse impacts, and to achieve the desired urban design of the City.

Policies

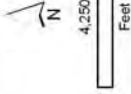
1. The City should include all City-owned parks in its designated open spaces and establish development standards that discourage conversion of open spaces to other uses.
2. Development and planning of parks and recreational facilities should follow a comprehensive service and facility plan consistent with the Capital Facilities Element.
3. Public parks and recreational facilities should be equitably distributed throughout the City to afford access to all residents.
4. Every effort should be made to consolidate and utilize land donated for public use to provide common open space, public buildings, parks, and recreational opportunities.
5. The City should preserve and maintain unique or major physical features contained within the boundaries of City parks and recreational areas for access and enjoyment by residents of the community.
6. The City should cooperate with the County and other jurisdictions in planning, funding, constructing, and managing multi-purpose recreation and transportation trails which link together various areas of the City, the Port Angeles Urban Growth Area (PAUGA), and other areas of the County and region.
7. The City should develop neighborhood parks for the developing areas on the west, south and east sides of the City to support new subdivisions.

Objective

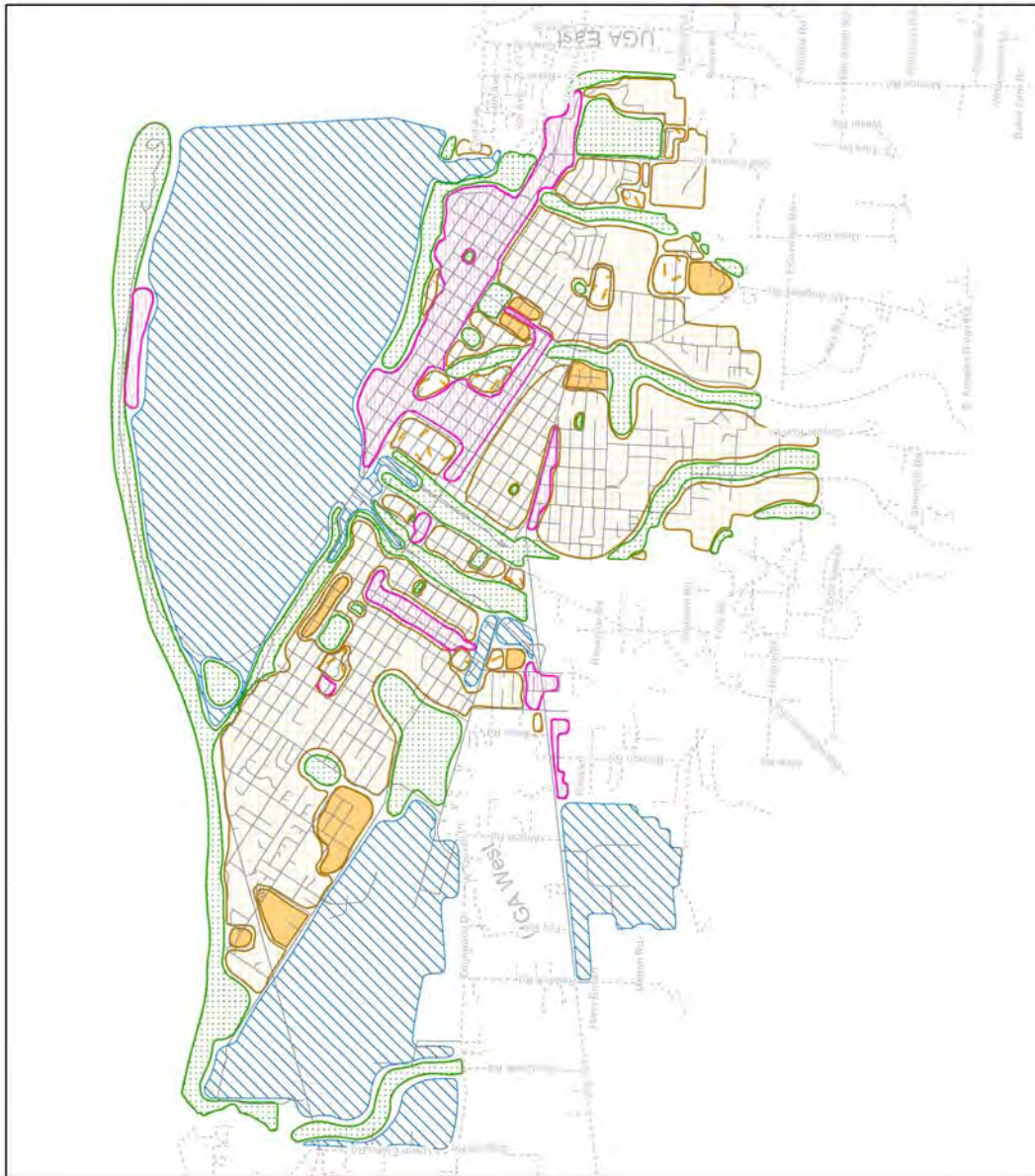
1. The City will establish standards for development of trails, which minimize the impact on designated open space.



Vertical Datum - NAVD83
Horizontal Datum - NAD83



- Legend**
- Land use**
- Commercial
 - Industrial
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Open Space
- Street centerline COPA**
- Street centerline Cnty**



This map is not to be used as a legal description. This map is produced by the City of Port Angeles for its own use and purposes. Any other use of this map/drawing shall not be the responsibility of the City.

Figure 16 Comprehensive Plan Land Use map

VI. TRANSPORTATION ELEMENT

General Comments

The intent of the Transportation Element is to define in a comprehensive manner how vehicular traffic and nonmotorized means of travel are to be routed from one portion of the community to another in the most efficient, economical, and compatible manner. The City's Circulation Plan in accordance with the Statewide National Functional Classification System identifies the City's principal arterial streets, minor arterial streets, and collectors with the remaining streets classified as locals (See Figure 11). The City's Circulation Plan acknowledges that such a regional trail system serves many functions. It is a means of intercity commuting, a way to promote economic development, a means to promote a healthy lifestyle, and a way to provide future utility right-of-way.

Goals, Policies, and Objectives

Goal

- A. To develop a coordinated, multimodal transportation system, which serves all areas of the city and all types of users in a safe, economical, and efficient manner.

Policies

1. Pedestrian, bicycle, and other non-motorized paths, bike racks, storage facilities, drinking fountains, and benches should be an integral part of the circulation system.
2. The safety of non-motorized modes of transportation shall be a primary consideration in the circulation system. Adequate sidewalks, crosswalks, and handicapped access shall be provided in relation to all new subdivisions, and required for all development projects where sidewalks do not exist.
3. The collector arterial streets and local access streets should serve primarily local traffic with special emphasis on safety for pedestrian, bicycle, and non-motorized traffic.
4. A multimodal transportation center should be located in or near the downtown core and public transportation system.
5. The City should consider securing rights to the use of air space where it may be valuable to the community.
6. Planning for transportation services and facilities (including public streets, bikeways, pedestrian walkways, and public and private air, marine and land transit services and facilities) shall be performed consistent with the goals and policies of the Capital Facilities Element.
7. The City should update the Transportation Element to be consistent with Bill 1487 and the Regional Transportation Plan.

Objectives

1. The City will be an active partner in the development of the Olympic Discovery Trail which passes through and along key parts of its park, street, pedestrian, and nonmotorized transportation systems and facilities.
2. The City will support extension of the Waterfront (Olympic Discovery) Trail from Marine Drive at Hill Street to the Elwha River.

3. The City will support extension of the Waterfront Trail from City Pier along Railroad Avenue to the Valley Creek Estuary.
4. The City will designate 'N' Street as a bike route on the Nonmotorized Transportation Plan Map.
5. The City's Comprehensive Plan will continue efforts to improve or provide access to Valley, Tumwater, Peabody, Ennis, and White's Creeks and the development of the Foothills Trail System.
6. The City will work with the property owner to assure completion of the Waterfront Trail through the former Rayonier Mill site.
7. The City will incorporate bicycle friendly amenities including bike path development and maintenance, signage, and storage into new transportation facility improvements.
8. The City will encourage public streetscape improvements, such as street trees, non-motorized and pedestrian amenities through a comprehensive streetscape development and maintenance plan.

Goal

- B. To improve circulation patterns across and within the community, and to achieve the desired urban design of the City.

Policies

1. Traffic flow modifications such as signalization, signing, parking restrictions, channelization, and one-way couplets should be made before physical alterations are made to existing streets.
2. The City should divert cross-town truck traffic around the downtown area.
3. The City should facilitate the development of a cross-town truck route with improvements, which provide full access to SR 117 to and from US 101, and improvements to the Lauridsen Boulevard Bridge over Peabody Creek and the intersections of Lauridsen Boulevard at Race Street and US 101.
4. The City should facilitate an additional route for local cross-town traffic along Lauridsen Boulevard across White's Creek ultimately connecting with US 101.
5. In association with these two proposed cross-town routes the City should require adequate mitigation measures to reduce any negative impacts on existing land uses, including buffer areas, pedestrian sidewalks and crossings, bikeways, and reduced speeds.
6. The City should facilitate the development of an alternate local cross-town route with improvements, which provide full access at US 101 and SR 117 (the Tumwater Truck Route). Improvements should be made to the intersections of Lauridsen Boulevard at Lincoln and Peabody Streets. Improvements should be made to the Lauridsen Boulevard Bridge over Peabody Creek. Improvement should be made for the development of a crossing over White's Creek. The City should revise its development regulations as necessary to preserve the right-of-way within an identified US 101 corridor.
7. Alternate local cross-town route and cross-town truck route improvements should

be given a high priority in capital facility planning.

8. The City should coordinate with the State Department of Transportation, Clallam County, Clallam Transit System, and the Peninsula Regional Transportation Planning Organization transportation planning efforts. This includes recognition of US 101 and SR 117, along with connecting roadways of Front, Lincoln, Railroad, Oak, and First Streets to and from the ferry landings, and along Front Street and Marine Drive and First Street between US 101 and SR 117, as transportation facilities of state-wide significance which are declared essential public facilities under the Growth management Act. Review of potential impacts to these facilities and LOS standards will be incorporated with future updates to the City's Comprehensive Plan, as required by the Act.
9. Traffic circulation to and from the airport and around associated industrial areas should be improved.
10. The City should encourage and participate in the completion of the traffic circulation system for west side development.
11. New arterial streets, local access streets, and alleys should be designed and constructed to conform to the most current editions of the Statewide National Functional Classification System for Federal Aid Systems, WSDOT, and Transportation Improvement Board minimum design standards and standards as adopted by the City.
12. Arterial street rights-of-way should be acquired by the City in advance of the time of development in accordance with the Comprehensive Plan's Circulation Plan Map.
13. Principal, minor, and collector arterial streets should be located on the edge of district boundaries wherever possible.
14. Off-street parking should be sufficient and accessible within business and residential areas to ensure that the traffic flow of the street is not impaired.
15. Road improvements should provide for alternate modes of transportation, and new roads should be evaluated for the ability to accommodate alternate modes of transportation.
16. Parking requirements should make allowances for shared parking facilities.
17. The City should assist the public transit system by providing convenient access between neighborhoods, residential, commercial, and industrial areas and between major community facilities.
18. Police and fire protection should be a key factor in residential subdivision street designs and circulation patterns.
19. The development of the City's comprehensive service and facilities plan for streets, bikeways, pedestrian walkways, and the overall transportation system, and regional transportation plans should all be consistent. These plans, as adopted and hereafter amended, are incorporated herein.
20. The City should work with other jurisdictions to identify and protect a right-of-way for a second street accessing the City from the east.

21. The City should consider undertaking traffic studies, discussions with Washington State Department of Transportation, local stakeholders, and businesses to investigate the potential impacts and benefits of returning the First and Front Street corridor to two-way traffic on both streets.

Objectives

1. Secondary and primary arterials will be designed with an appropriate balance for moving through traffic and providing local access to uses that front on these arterials. In commercially zoned areas, policies for consolidating access and providing for joint access and maintenance of driveways would be considered.
2. The City will develop a variety of funding techniques available for new development projects to provide mitigation for transportation impacts resulting from new development or redevelopment. The funding techniques could include but are not limited to developer provided right-of-way and partial improvement to the street along the frontage of their property, establishing a road development or trip end fee, use of latecomers agreements, waivers of protest to the formation of Local Improvement Districts and bonding. The intent would be to match the technique to the development circumstance in order for the City to fund the transportation improvements that ensure concurrency. Whichever approaches are taken, they must be equitable and proportional to the level of impact.
3. The City will develop road improvement design standards, which will include accommodation for pedestrians and non-motorized transportation. Pedestrian facilities design will be appropriate for the safety, volume and character of non-motorized/pedestrian traffic in each neighborhood or district.
4. The City will phase the implementation of the alternate local cross-town route and cross-town truck route in a west to east progression.
5. A study to evaluate options for easterly access across Whites and Ennis Creeks in the vicinity of Golf Course Road will be prepared.
6. The City will consider a variety of traffic management alternatives to increase the existing street system capacity and implement appropriate options as feasible. Such alternatives may include:
 - a. Taking into account nonmotorized use;
 - b. Remove parking at controlled intersections to provide auxiliary turn lanes to increase capacity;
 - c. Remove parking during selected periods of the day (i.e., noon and PM peak hour) to create additional through land capacity;
 - d. Modify signal timing to respond to seasonal and/or daily peak traffic periods to favor major flows and expand the number of signals that are coordinated as part of a system, while assuring enough time for a handicapped citizen to cross when a signal button is pushed.

7. The City will coordinate with the County, RTPO, and State and Federal agencies in the study of a possible future US 101 corridor including the Heart of the Hills Parkway and Coastal Corridor concepts. East of Race Street, the alternate local cross-town route (along Lauridsen Boulevard) will not be considered as a future US 101 corridor.
8. The City will plan and implement street improvements designed to provide multi-modal access to and improve circulation around the south side of the airport along Edgewood Drive, Lauridsen Boulevard, Airport Road adjacent to the west side of the airport, and along Milwaukee Drive to Lower Elwha Road.
9. The City will update the adopted Nonmotorized Transportation Map from time to time and include specific bicycle routes on the map or on a separate map.
10. The City will update transportation policies to refocus circulation patterns, street improvements, essential state highways, truck routing, and traffic controls throughout the City.
11. The City will facilitate the implementation of City-adopted transportation plans.
12. The City will seek funding to evaluate and improve West 18th Street, including the addition of nonmotorized facilities.
13. Selection of new or changed routes from any roads designated as being of "statewide significance" will be evaluated against the following criteria located in the 1999 U. S. 101 Port Angeles Alternative Study:
 - Mobility
 - Connectivity
 - Safety
 - Economic Feasibility
 - Environmental Impacts
 - Social Impacts
 - Business Impacts
 - Public Acceptance

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VII. UTILITIES AND PUBLIC SERVICES ELEMENT

General Comments

The Utilities and Public Services Element identifies and addresses the various services that make a community a safe and desirable place to live. It also establishes policies that define which services are the responsibility of the City to provide and which should be provided by the community as a whole.

Goals, Policies, and Objectives

Goal

- A. To provide or allow the opportunity for services and facilities which enhance the quality of life for Port Angeles citizens of all ages, characteristics, needs, and interests and to achieve the desired urban design of the City.

Policies

1. Public facilities should be equitably distributed across the City's planning areas including designated Urban Growth Areas.
2. Public facilities should contain provisions for citizens with disabilities and should be constructed according to accepted standards.
3. Social services providing home care should be located in residential neighborhoods in a manner that maintains the character of the immediate neighborhood.
4. Comprehensive service and facility plans should be consistent with the City's Comprehensive Plan and should be implemented through applicable land use approvals and construction permits.
5. The City should plan and seek funding to expand its existing infrastructure, to ensure economic vitality, and to improve the quality of life in Port Angeles.

Goal

- B. To support services and facilities through different levels of participation in cooperation with other public or private agencies.

Policies

1. The City should be the "primary responsible agency" and should take the lead in cooperation with other governmental entities to provide:
 - Utility and emergency services (water, sewer, electrical, stormwater, police, fire and emergency medical response services)
 - Transportation infrastructure, including trails and sidewalks and
 - Parks and recreation
2. The City should participate as a "financial partner" to support essential programs and services including:
 - Youth recreation programs and facilities
 - Library facilities
 - Senior programs
 - Low and moderate income housing programs
 - Facilities for senior programs
 - Utility assistance for low income households and
 - Social and public health services.

3. As a "supporter," the City should promote and cooperate in providing programs and services including:
 - Library programs such as information and assistance
 - Affordable housing information and referral
 - Economic and business development services
 - Tourism information and services
 - Schools and community learning
 - Fine arts
 - Community recreation
 - Public and private youth, family and senior services
 - Telecommunications and
 - Crime prevention programs.
4. The City should develop and use public facilities cooperatively, in the promotion of social and community services.

Goal

- C. To provide safe, clean, usable, and attractive public facilities which enhance the cultural, educational, economic, recreational, and environmental attributes of the City.

Policies

1. Industrial diversification should be supported by the development of urban services.
2. The City should place a high priority on installing new utility lines underground to increase safety and reliability and to improve neighborhood appearance.
3. Where possible, new utilities should be located in alleys.
4. Major parks and large open spaces should provide for a variety of outdoor activities and be located to take advantage of natural processes (such as wetlands and tidal actions) and unusual landscape features (such as cliffs and bluffs).
5. The City's park and recreation system should provide a variety of settings and activities suitable to people of all ages, characteristics, and interests.
6. The City should place special emphasis on the recreational needs of the youth of the community, including bicycle safety education programs.

Objectives

1. When development warrants, the City will coordinate the efforts for a new fire station to the west with the Port of Port Angeles at Fairchild International Airport and a new station to the east with Fire District No. 2.
2. The City will develop and implement maintenance programs for all public facilities under its jurisdiction.

Goal

- D. To provide utility services in an efficient and cost-effective manner.

Policies

1. Urban services should be designed for the maximum planned density and/or land use intensity of a given area as designated on the Comprehensive Plan Land Use Map.

2. The City should provide urban services only in areas that are logical extensions of areas, which are currently served by such services or needed to implement a specific goal or policy of the Comprehensive Plan.
3. The City, at its sole discretion, should extend urban services outside the City without annexation.
4. The City should promote energy conservation and recycling efforts throughout the community. The City's own practices should serve as a model.
5. The City should promote the joint use of transportation rights-of-way and utility corridors for all forms of transportation, including nonmotorized.
6. The City should promote coordination between road construction and utility installation.
7. The City should allow for simultaneous processing of all development permits.
8. The City should promote coordination among adjacent planning jurisdictions to encourage consistency between each jurisdiction's utility plans and standards and the development of a coordinated process for siting utility facilities.
9. The City should identify lands useful for public purposes, such as utility corridors, landfills, sewage treatment facilities, transportation (including nonmotorized), recreation, schools, and other public uses.
10. Planning for utility services should be consistent with the goals and policies of the Capital Facilities Element.
11. New development should be served by sanitary sewers.
12. The City, at its sole discretion, should provide sanitary sewer service to urban development, outlying areas within the City limits and in the urban growth areas, to selected areas of intensive rural development to protect basic public health and safety, and the environment, and to the area of the Lower Elwha Valley where the Clallam County Board of Health determines that the rise in the water table from dam removal will cause on-site septic systems to contaminate the aquifer and create an unacceptable risk of human disease, while prohibiting service to other areas of rural development. No provision of sanitary sewer service to a rural area shall permit urban development in that or another rural area.
13. Urban services provided in areas outside the City limits and not designated for future rural land uses on the Comprehensive Land Use Map should be sized for potential urban growth in those areas, while generally prohibiting service to areas of rural development.
14. The City should consider the policies adopted in the Water Resources Inventory Area 18 Watershed Management Plan, including the provision of water supply to the urban areas in and between the Elwha River and Morse Creek drainage basins.
15. The City should provide infrastructure to all industrial lands to encourage development.
16. As water and sewer is extended into Urban Growth Areas (UGAs), those hooking up should be required to sign a no-protest annexation agreement.
17. The City should extend sewer into the eastern Urban Growth Area (UGA).

18. The City should extend sewer into the southwestern Urban Growth Area (UGA).

Objectives

1. The City will develop a phased plan for the extension of urban services.
2. The City will institute a program to promote water and energy conservation techniques in new development.
3. Recycling programs will be used to reduce solid waste disposal.
4. The City is mandated to close the Port Angeles landfill and will establish a solid waste transfer station at the landfill site per the Public Works and Utilities Department plan.
5. In conjunction with the National Park Service’s Elwha Dam Removal Project the City will support the extension of sanitary sewer service to the Lower Elwha Klallam Tribal Reservation and to the area of the Lower Elwha Valley outside the Reservation where the Clallam County Board of Health determines that the rise in the water table from dam removal will cause on-site septic systems to contaminate the shallow aquifer and create an unacceptable risk of human disease, and the City also may support extension of sanitary sewer service to selected areas of intensive rural development, to protect basic public health and safety, and the environment.

Goal

- E. To provide quality customer service with honesty, integrity and flexibility.

Policies

1. The City should promote efforts to improve the efficiency and effectiveness of customer service.
2. The City should promote responsibility and fiscal accountability in the provision of customer service.
3. The City should encourage a positive attitude, trust, initiative, and compassion with a high standard of professionalism and open communication among its employees and with the public.
4. The City should respect diversity and foster a safe environment.
5. The City should work in partnership with the community as stewards of the area’s unique environment and quality of life.

Objectives

1. The City will implement a customer commitment program that promotes internal and external customer service.
2. The customer commitment program will include the development of a citywide statement of values, which should be incorporated in all aspects of customer service

VIII. HOUSING ELEMENT

General Comments

The City recognizes the extreme importance of available clean, safe, and affordable housing in the community. In April of 1991, a Housing Needs Assessment Study was conducted for the Port Angeles area as part of a larger two county study. This report is included with the Comprehensive Plan as Appendix C.

The results of this study and public comments greatly influenced the development of the following goals and policies, which strive to improve the quality, affordability, and availability of housing for all segments of the community.

Goals, Policies, and Objectives

Goal

- A. To improve the variety, quality, availability, and attainability of housing opportunities in the City of Port Angeles.

Policies

1. The City should expand the residential land use options in the Zoning Code by classifying residential zones by allowed density rather than by housing types.
2. Residential uses should be allowed in all non-industrial zones, including commercial and office zones. In situations where a limited work/live environment is found to be compatible with an underlying industrial zoning, limited work/live environments may be deemed suitable when the living space is subordinate in nature to the industrial use component and the integrity and intent of the industrial zone is maintained.
3. The retention and development of safe and attractive mobile home parks should be encouraged.
4. The City should develop a program to improve substandard housing in the City of Port Angeles.
5. The City should plan for sufficient urban services to support future housing in a variety of allowable densities.
6. Accessory residential units should be allowed in certain residential zones, upon approval of a Conditional Use Permit.
7. The City should promote acceptance of low and moderate income housing through public information programs.
8. The City should consider the effect of impact fees on the affordability of housing prior to establishing such impact fees.
9. In State and Federal publicly assisted housing under current contracts, the City should require property owners who demolish, substantially rehabilitate, change the use of residential property, or remove use restrictions developments to provide relocation assistance to those tenants displaced as provided for in sections 49 and 50 of the Growth Management Act (See RCW 59.18.440 and .450).

10. The City and the County should work together to increase densities in some areas of the sparsely developed southwestern UGA along Lauridsen Boulevard from low density to medium density, consistent with the recently developed airport safety zones and FAA use recommendations.
11. The City should investigate the appropriate siting of additional land to be designated medium density and high density.
12. The City should strive to achieve an appropriate balance between attainable market-rate housing and affordable housing and ensure that affordable housing is provided in a way that contributes to the physical appearance and economic and social health of the neighborhoods and the City.
13. The City shall encourage the use of Green Building techniques for new developments and support Green Built certification for new developments.

Objectives

1. The City will work to eliminate barriers that prevent the use of innovative green building techniques while maintaining safety and aesthetic quality in the building process.

Goal

- B. To participate with Clallam County and other entities in programs to increase the availability and affordability of public assisted housing and rental units as well as other affordable housing opportunities.

Policies

1. The City should participate in a county-wide housing task force comprised of representatives from government, financial institutions, business, construction, real estate, non-profit housing entities, and other citizens interested in housing issues. A major goal of the task force should be coordinating efforts to provide affordable housing, encouraging rapid review of low and moderate income housing projects throughout the County, and promoting public education and awareness regarding the need for and nature of affordable housing.
2. The City should cooperate with the county-wide housing task force and other agencies in assembling packages of publicly owned land, which could be used for low and moderate income housing and for shelter or transitional housing.
3. The City, in cooperation with the County, should promote innovative housing techniques and should explore creative regulatory programs for the purpose of creating and preserving existing affordable housing opportunities. Such programs may include the transfer of development rights into high density receiving zones, density bonuses for inclusion of affordable housing in residential development projects, floor area ratios, regulation allowances for guaranteed low and moderate income housing projects, revisions to the existing planned residential developments regulations, increased height limits in medium and high density zones, and high density detached single family residential developments, such as cottage colonies or housing clusters.
4. The City should invite the Clallam County Housing Authority to participate in a variety of affordable housing opportunities.

5. The City should seek representation on the Clallam County Housing Authority and non-profit housing organizations.
6. Adequate low and moderate income housing opportunities should be provided within the Port Angeles Planning Area.
7. A scattered site housing construction program should be promoted.
8. The City should support affordable housing by developing utility cost savings programs.
9. The City should help support the provision of transitional and temporary housing for the homeless and/or displaced families.
10. The City should designate specific medium and high density zones where increased building height limitations could be increased.

Objectives

1. The City will work with the housing task force to determine that the supply of land will be sufficient for all housing needs including but not limited to government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, foster-care facilities, and single-room occupancies (SRO).
2. The City will reference the Clallam County Housing Needs Study and subsequent analyses that update the information in evaluating the type, amount, and location of needed housing.
3. The City will identify appropriate areas of the city to convert low density residential designated areas into medium and high density designated areas to increase the supply of areas zoned for higher density.
4. The City will consider revising height limitations in all commercial, medium, and high density zones to accommodate increased residential densities and housing attainability.

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IX. CONSERVATION ELEMENT

General Comments

The Conservation Element establishes the importance of quality of life to the people of Port Angeles. A clean, healthy, and diverse natural environment along with a variety of historical and cultural amenities are critical elements of a high quality community.

Goals, Policies, and Objectives

Goal

- A. To create and maintain a community with a high quality of life where the land is used in a manner that is compatible with the area's unique physical features, its natural, historical, archaeological, and cultural amenities, and the overall environment.

Policies

1. The City should require all development, including the location and design of all structures and open space areas, to be compatible with the unique physical features and natural amenities of the land and complement the environment in which it is placed, while recognizing the rights of private ownership.
2. The City should promote compatibility between the land and its use by regulating the intensity of the land use.
3. The City should adopt development criteria, which promote the use of innovative design techniques to provide for the use of the land in a manner compatible with any unique physical features or valuable natural, historical, and/or cultural amenities.

Objective

1. The City will encourage streetscape improvements to beautify entryway corridors. Incentives may be developed to encourage private property participation in such beautification projects.

Goal

- B. To protect and enhance the area's unique physical features, its natural, historical, archaeological, and cultural amenities, and the overall environment.

Policies

1. The City should further the public interest by protecting and enhancing the area's unique physical features, valuable natural historical, archaeological, and cultural amenities, and the overall environment, while recognizing the rights of private ownership.
2. The City should maintain and preserve its unique physical features and natural amenities, such as creeks, streams, lakes, ponds, wetlands, ravines, bluffs, shorelines, and fish and wildlife habitats.
3. The City should protect and enhance the characteristics of its unique residential neighborhoods.
4. Building density should decrease as natural constraints increase.

5. The City should establish minimum standards for development of properties, which contain or adjoin critical areas for the purpose of protecting such areas and enhancing their natural functions.
6. The City should regulate site design, preparation, and development to avoid or minimize damage to wetlands and other environmentally sensitive areas.
7. Recognizing the functions and values of wetlands, the City should strive to achieve no net loss of wetlands.
8. The City should preserve uniquely featured lands, which still exist in their natural states and which are notable for their aesthetic, scenic, historic, or ecological features and should prohibit any private or public development, which would destroy such qualities, while recognizing the rights of private ownership.
9. The City should promote public access to the shoreline, while preserving a healthy shoreline environment.
10. The City should enhance and preserve the quality of its air and water as two of its unique physical features.
11. The City should protect its air and water quality by minimizing potential new pollution from new and existing sources.
12. The City should develop and implement a plan to improve water quality, which includes measures to reduce and minimize stormwater pollutants and combined sewer overflow pollutant discharges.
13. The City should use regionally consistent requirements for industrial and commercial sewer discharge pretreatment and require new indirect dischargers to locate where appropriate sewer service can be made available.
14. The City should maintain and enhance the quality of water resources through the regulation of clearing, grading, dumping, discharging, and draining and the provision of flood and erosion control measures and regulations to protect wetlands and other environmentally sensitive areas.
15. Through the retention of existing vegetation, the City should protect water quality and prevent erosion.
16. The City should designate open space areas to preserve major or unique physical features, to serve as natural greenbelts and wildlife corridors, and to establish an urban edge to the PAUGA.
17. The City should identify and preserve significant public scenic view corridors.
18. The City should encourage identification, preservation, and restoration of sites and structures that have historical or cultural significance.
19. The City should give precedence to long-term environmental impacts and benefits over short-term environmental impacts and benefits.

20. The City should promote and utilize environment enhancing conservation practices. Those practices may include waste reduction, use of energy efficient and conserving materials, and energy conservation techniques and should also encourage the development and use of alternative forms of energy and transportation.
21. The City should coordinate its environmental regulations with County, State, and Federal regulations to simplify the permitting process and to reduce associated costs to the land user.
22. The City should reference the 2004 *Washington State Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas* (as currently adopted) and other research identified as more locally appropriate and applicable (when it is available) as Best Available Science in the Critical Areas Ordinance.

Objectives

1. The City will work closely with State agencies on further development of regulations and coordinated enforcement of air quality standards.
2. The City will adopt and enforce adequate regulations designed to maintain and enhance water quality.
3. The City will identify and implement site-specific requirements for individual development proposals to mitigate any negative impacts created by the development, particularly to an area identified as an environmentally sensitive area.
4. The City will adopt and enforce regulations, which require all new development to provide adequate stormwater retention/detention facilities necessary to protect water quality.
5. The City will complete an inventory and identification of areas identified as Habitats of Local Importance to assure that important habitat connections are not severed.
6. The City will complete an inventory and identification of wetlands.
7. The City will encourage clustering of residential development where necessary to protect environmentally sensitive areas, or to avoid hazardous areas, or to preserve open space areas.
8. The City will develop a stormwater management plan consistent with the NPDES Phase II permit and will update the plan on a regular basis.
9. The City will develop guidelines to evaluate new development that occurs near scenic resources.
10. The City will establish regulations that allow the preservation of identified historically significant buildings/sites.
11. The City will participate in various watershed planning and salmon recovery efforts. The City will incorporate appropriate measures for the protection of habitat for listed or threatened species under the Federal Endangered Species

Act when providing public services and administering land use and development regulations.

12. The City will add the definitions of Best Available Science and Best Management Practices to the Critical Areas Ordinances.
13. The City will incorporate the 1995 Sheldon Wetland Report prepared by the City, with the inclusion of site specific wetland delineations as addendums into its Critical Areas Ordinance as Best Available Science.
14. The City will incorporate the 2001 Pentec Environmental Shoreline Habitat Assessment prepared by the City, with the inclusion of site specific shoreline habitat assessments as addendums into its Critical Areas Ordinance as Best Available Science.
15. The City will incorporate the Washington State Department of Ecology Coastal Atlas photographs into its Critical Areas Ordinance as Best Available Science.

Goal

- C. To promote community awareness of the importance of environmental, historical and cultural amenities, the responsible use of such resources, and the use of the land with minimal impact on its unique physical features, its natural, historical and cultural amenities, and the overall environment.

Policies

1. The City should inform the public concerning the long-term benefits of protecting and improving the quality of the region's air, land, and water.
2. The City should encourage the development and implementation of environmental, historical, and cultural awareness programs which focus on local and regional issues.

Goal

- D. To preserve and enhance the City's shoreline, its natural landscape, and flora and fauna and to minimize conflicts with present and planned uses in a manner consistent with the State Shoreline Management Act.

Policies

1. Shoreline areas should be preserved for future generations by restricting or prohibiting development that would interfere with the shoreline ecology or irretrievably damage shoreline resources.
2. Where possible, riparian vegetation in shoreline areas and on tributary streams, which affect shoreline resources, should be maintained and restored.
3. Where possible, techniques to rehabilitate degraded shorelines for the purpose of shoreline stabilization and habitat enhancement should be employed.
4. Where possible, aquatic habitats including shellfish habitat, and important marine vegetation should be preserved and protected.
5. Development patterns and densities on lands adjacent to shorelines should be compatible with shoreline uses and resources and reinforce the policies of the Shoreline Management Act and the City's Shoreline Master Program.

6. Where possible, urban service facilities located in shoreline areas should utilize common utility corridors.
7. Adequate shoreline area for water-oriented commercial and industrial development should be designated based on the Land Use Element.
8. Shoreline uses and activities should be located to avoid environmentally sensitive and ecologically valuable areas and to insure the preservation and protection of shoreline natural areas and resources.
9. Where possible, utility facilities and rights-of-way should be located outside of the shoreline area.
10. Shoreline ecology and resources should be protected when locating utilities in shoreline areas.

Objective

1. The City will update its 1995 Shoreline Master Program consistent with the Comprehensive Plan, the Shoreline Management Act, and the Growth Management Act by 2011.
2. The City will develop an Ediz Hook master plan that designates land uses, improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses.

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X. CAPITAL FACILITIES ELEMENT

General Comments

The Capital Facilities Element consists of two parts. The first part is the listing of goals and policies regarding the City's provision of urban services and its planning of capital improvements. The second part is the Annual Capital Facilities Plan which is adopted separately from the Comprehensive Plan but is included as part of the Plan as an attachment.

The Comprehensive Plan defines urban services in its definition section, which includes a listing of the following services and facilities, which should be available in an urban environment:

- Surface transportation facilities;
- Water facilities;
- Sewer facilities;
- Stormwater facilities;
- Solid waste facilities;
- Parks and recreational facilities;
- Emergency services (police, fire and medical response);
- Public service buildings;
- Public schools facilities; and
- Regional facilities (libraries, corrections, and mass transit).

The following goals and policies provide guidance on how these services and facilities should be provided. This includes the establishment of minimum levels of service standards for each service. The policies also call for the development of individual comprehensive service and facility plans which take an in-depth look at the current status of each service and the projected future demand for each service and which include a financial feasibility analysis on the costs of providing each service.

The Capital Facilities Plan is a six-year plan, which establishes how, where, and when the City will develop the facilities necessary to provide its various services.

Goals, Policies, and Objectives

Goal

- A. To provide and maintain safe and financially feasible urban services and capital facilities at or above stated levels of service to all City residents and the general public.

Policies

1. The Comprehensive Plan should establish general level of service standards for each urban utility and service. Such standards should be used to determine the impacts of development.
2. The City should, at a minimum, ensure the continuation of established level of service standards for all urban utilities and services to the extent and in the manner provided herein.
3. The City should develop individual comprehensive service and facility plans for the following capital facilities and/or services:
 - Transportation, including streets, and nonmotorized (bikeways and pedestrian walkways),

- Water system,
 - Sanitary sewer system,
 - Electrical system,
 - Parks and recreation services, and
 - Emergency services (police, fire, and medical response).
4. The City should co-operate with the appropriate private and/or public agencies to develop individual comprehensive service and facility plans for each of the following utilities and/or services:
 - Telecommunications,
 - Schools,
 - Transportation (air, marine and public transit), and
 - Solid waste collection and disposal.
 5. Comprehensive service and facility plans should be consistent with the general level of service standards established in the Comprehensive Plan and should establish detailed level of service standards which, at a minimum, meet all local, state and federal health and safety requirements. Each plan may also establish desired level of service standards and should include an inventory of current facilities, measurements of current and future service capacities, the determination of future service and facility improvements necessary to serve the twenty-year vision of the Comprehensive Plan Land Use Map, and a financial feasibility analysis.
 6. The comprehensive service and facility plan for streets and nonmotorized facilities (bikeways, trails, and pedestrian walkways) should include specific actions and requirements for bringing into compliance any street facilities that fall below the required level of service, including demand management strategies which encourage reduced reliance on single occupant vehicle trips and encourage use of alternate modes of transportation such as the bicycles, walkways, and transit riding with incentive programs for and from local businesses.
 7. The comprehensive service and facilities plan for streets, bikeways, and pedestrian walkways should include a future US 101 corridor to meet long-term local and regional transportation needs.
 8. Each comprehensive service and facility plan should be consistent with the Comprehensive Plan, the County-Wide Planning Policy, and the State Growth Management Act.
 9. The City should require concurrency at the time of development for the following utilities and services:
 - Paved streets, curbs, and sidewalks
 - Water service,
 - Sanitary sewer service,
 - Electrical service,
 - Solid waste collection,
 - Stormwater management,
 - Telecommunications services, and
 - Emergency services (police, fire and emergency medical response).

10. The City should require the following services and facilities within six years from the time of development:
 - Parks and recreation services and facilities, and
 - Transit system.
11. The City should adopt an annual Capital Facilities Plan consistent with the Comprehensive Plan and State Growth Management Act. The Capital Facilities Plan's financing schedule may be corrected, updated, or modified without being considered as an amendment to the Comprehensive Plan, following a public hearing before the City Council.
12. If projected funding fails for a capital project listed as funded in the City's approved Capital Facilities Plan and development permits have been issued reliant upon that capital project for concurrency, the City should take necessary actions to minimize further degradation of the impacted service or facility. This may include one or any combination of the following actions:
 - Reduce the level of service standard
 - Increase funding by increasing revenues
 - Reduce demand by revising the Comprehensive Plan Land Use Map and/or Zoning Map
 - Reduce demand by reducing consumption (i.e., conservation).
13. Where existing capital facilities are deficient, the City should remove obstacles to economic development in an area with City participation through a New Improvements for Community Enhancement (N.I.C.E.) Neighborhoods Program.
14. The City should adopt a Comprehensive Parks and Recreation Plan consistent with the Comprehensive Plan and the Growth Management Act as an Element of the Comprehensive Plan.
15. The City should require sidewalks be included in all development and redevelopment proposals where sidewalks do not exist at the time of application for development.
16. The City should investigate and consider the benefits and costs involved in developing an Urban Forestry Program designed to properly manage street trees, park trees, and forested environmentally sensitive areas located within the City.
17. The City should create a unified, coherent design element for signage, street lighting, traffic control devices, and similar structures to be used throughout the City and specifically in the downtown area as a method for improved way finding and place identification for visitors and residents alike.
18. The City should consider implementation of a building façade restoration program that will provide incentives and/or assistance to building owners to improve the appearance of existing buildings.

Objectives

1. The Capital Facilities Plan will be updated on an annual basis and should implement the goals, policies, and objectives of the Comprehensive Plan.

2. The City will develop a schedule for preparation and adoption of each required comprehensive service and facilities plan.
3. The City will study the development of a seasonal or permanent ice skating rink facility.
4. The City will establish a review process with a more comprehensive analysis of Capital Facilities Plan projects to address new mandates for environmental protection such as the Endangered Species Act, extension of urban services into the Urban Growth Area and new residential areas within the City, and preservation and maintenance of service levels impacted by changes such as the Elwha Dam removal, landfill closure, and aging facilities.
5. The City will revise its Urban Services and Guidelines manual to include sidewalks on both sides of all streets where sidewalks do not exist as a standard requirement of all development and redevelopment projects.

Goal

- B. To provide urban streets and utilities at minimum levels of service for all city residents and the general public.

Policies

1. All arterial streets shall function at an average daily Level of Service (LOS) of D or better.
2. Development on all arterial streets and any other streets identified as school walking routes should include pedestrian sidewalks.
3. The City shall not approve any development that is not served with water service at or greater than the following level of service standards at the time of development:
 - Single family units: 2 gallons per minute @ 30 psi
 - (fire - 1000 gallons per minute @ 20 psi for single family residential □3,600 square feet.)
 - (Fire - 500 gallons per minute @ 20 psi for single family residential □3,600 square feet.)
 - Multi-family units: 1 gallon per minute @ 30 psi
 - (fire per Uniform Fire Code)
 - Commercial: per Uniform Fire Code
 - Industrial: per Uniform Fire Code
4. The City shall not approve any development that is not served with sewer service at or greater than a level of service standard of 300 gallons per day per person at the time of development.
5. The City shall not approve any development that is not served with electrical service at or greater than a level of service standard of 118 volts (120 volt base) at the time of development.
6. The City should not approve any development that increases a site's post-development stormwater run-off beyond that allowed by the Stormwater Management Manual as adopted by the City.

7. The City should not approve any development that cannot be served with telecommunications service at or greater than the following level of service standards at the time of development:

Telephone

- Residential: 1 service per unit
- Commercial: 1 service per business
- Industrial: 1 service per business

Cable Television

- Residential: 1 service per unit
- Commercial: 0 service per business
- Industrial: 0 service per business

11. Highways of Statewide Significance (HSS) should function at Level of Service (LOS) D or better, consistent with the Regional Transportation Plan (RTP).
12. The City should develop a Capital Facilities Plan list, with public input, for prioritizing pedestrian walkway needs.
13. The City should seek funding to increase the provision of sidewalks in already developed areas where sidewalks do not occur.

Objective

1. The City will update design standards for street, water, sewer, and stormwater facilities from time to time.

Goal

- C. To provide urban services at minimum levels of service for all city residents and the general public.

Policies

1. The Port Angeles School District should develop a capital facilities plan, which the City will consider for inclusion in the Comprehensive Plan. The capital facilities plan should contain at least a six-year plan for public financing of such facilities as may be necessary to provide adequate public schools at or greater than the following level of service standards in order to meet anticipated increases in student enrollment, which may be anticipated based on the School District's projected enrollment figures and residential growth as provided for in the Land Use Element of the Comprehensive Plan:

- High School: 125 square feet of permanent, appropriate educational space per student,
- Middle School: 104 square feet of permanent, appropriate educational space per student, and
- Elementary School: 100 square feet of permanent, appropriate educational space per student.

If capacity is inadequate to house students at the established level of service standards (LOS) and adequate school funding is not available, then the demand for

new facilities will be reduced (e.g. through year round use of schools or by matching grade and enrollment to facility capacities) or the level of service standards will be reduced to keep both schools and housing development affordable to the majority of Port Angeles School District residents. Imposition of Growth Management Act impact fees on or denial of new development will not be used as a measure to prevent further degradation of school services, unless the reduced level of service standards are deemed unacceptable to Port Angeles School District No. 121, Clallam County, and the City of Port Angeles.

2. The City should not approve any development that will not be served with adequate transit service as determined in the comprehensive service and facilities plan for transportation within six years from the time of development.
3. The City should not approve any development that will not be served at or greater than a citywide level of service standard of 10 acres of parks per 1,000 population within six years from the time of development.
4. The City should not approve any development that will not be served at or less than the following level of service standards at the time of development.

Police:	677 persons per one officer
Fire:	4 minute response time or residential sprinkler system installation
5. The City should not approve any development that will not be served with solid waste collection service at or less than a city-wide level of service standard of 400 pick up accounts per 1000 population within six years from the time of development.
6. The City should participate with the County in the development, maintenance, and implementation of a regional solid waste plan, which addresses collection, disposal, and recycling of solid waste.
7. The City should consider the cumulative effect of development on the City's need for adequate public service buildings.

Goal

- D. To participate with the County, State, and Federal governments as well as other public agencies to provide adequate regional public services.

Policies

1. The City should cooperate with the County and the community's health care providers to ensure quality health care facilities within the City that serve the region as a whole.
2. The City should cooperate with the County in planning regional library facilities within the City.
3. The City should cooperate with the County in planning for adequate correctional facilities.
4. Essential public facilities of a county-wide or statewide nature must meet existing state laws and regulations requiring specific siting and permit requirements consistent with the City's Comprehensive Plan.

Goal

- E. To reduce the amount of impervious surface created by new developments and thereby reduce stormwater management costs and environmental impacts to the City and its natural resources, reduce development costs to private property owners, and provide safe and more attractive streets through traffic calming, safe pedestrian amenities, and improved street edge landscaping.

Policy

1. The city should further revise its existing urban development standards in low density residential areas to include low impact development standards for street, pedestrian and nonmotorized access, sewer, and fire suppression to more nearly reflect the needs of suburban densities and conditions in outlying undeveloped areas of the City and the PAUGA.

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XI. ECONOMIC DEVELOPMENT ELEMENT

General Comments

The intent of the Economic Development Element is to benefit the community through the diversification and strengthening of the local economy. The following policies address a variety of subjects, some stand on their own, while others require coordination with other elements of the Comprehensive Plan.

Goals, Policies, and Objectives

Goal

- A. To create and maintain a balanced and stable local economy with full employment and emphasis on strengthening the community's traditional natural resource related industries as well as diversifying the overall economic base.

Policies

1. The City of Port Angeles should remain a major economic center on the North Olympic Peninsula, meeting regional and local needs.
2. The City should promote the retention of employment in all sectors of the local economy.
3. The City should promote long-term economic stability by encouraging businesses and industries to invest in modernization and environmentally sound technology.
4. The City should promote the diversification of the community's economic base by encouraging the location, retention, and expansion of local businesses.
5. The City should promote the location, retention, and expansion of small and medium sized businesses, which access their markets and suppliers through telecommunications and available shipping and transit.
6. The City should promote in the traditional downtown retail, dining, arts, culture, and entertainment oriented activities that are attractive to both tourists and local residents.
7. The City should develop sufficient utilities, improve traffic circulation, and identify environmental constraints in the airport industrial area in cooperation with other governmental agencies.
8. The City should encourage training and educational opportunities, which strengthen and increase the variety of skills available in the work force.
9. The City should promote the motivation and availability of the community's work force as a major economic development strength.
10. The City should encourage inter-jurisdictional discussion and cooperation with other governmental agencies to foster the economic development of the region.
11. The City should work with other community organizations in developing an effective business assistance program directed toward the commercial business owner.

12. The City should recognize the economic importance to the community in the redevelopment of the Rayonier Mill site and take an active role in assisting property owners to clean up the site to attract the interest of many potential investors.
13. The City should pursue a management agreement with Clallam County as a first step to a partnership for developing the UGA.
14. The City should support continued development of a strong marine related industry in the Port Angeles Harbor.
15. The City should promote the sustainability of the existing art and culture industry encouraging community participation and involvement. Enhancement of the creative economy contributes to the overall health of the community.

Objective

1. The City will work in cooperation with other stakeholders to update the Harbor Resource Management Plan in 2005.
2. The City will work with the Port of Port Angeles, Clallam County, and the Lower Elwha Klallam Tribe (LEKT) to study the future of the William R. Fairchild International Airport, update the Airport Master Plan, and accommodate the Terminal Relocation Plan.
3. The City will encourage activities and events that promote arts and culture educational awareness and commerce.

Goal

- B. To have a healthy local economy that co-exists with the community's high quality of life through the protection, enhancement, and use of the community's natural, historical, and cultural amenities.

Policies

1. The City should promote the region's quality of environment and available natural and cultural resources as factors in attracting and retaining business, industry, and individual enterprises.
2. The City should promote the community's quality public school system and its diversity of other educational opportunities as factors in attracting and retaining business and industry.
3. The City should encourage the enhancement of the existing two-year community college through such means as the expansion of its technical curriculum and additional four year degree opportunities.
4. The City should promote development of planned office, business, and industrial parks, while conserving unique physical features of the land and maintaining compatibility with other land uses in the surrounding area.
5. The City should encourage the availability of housing that meets the needs of the entire spectrum of the community's work force.

6. The City should preserve and promote its historic and cultural properties as a measure of its quality of life.
7. The City should support landscaping and detailing of the streetscape at the City's east and west entries.

Objective

1. The City will encourage streetscape improvements to beautify entryway corridors. Incentives may be developed to encourage private property participation in such beautification projects.
2. The City will identify specific standards for street and parking lot tree plantings and other landscaping requirements.

Goal

- C. To create and promote a strong tourism industry for Port Angeles, as well as to recognize and support existing and prospective tourism attractions.

Policies

1. The City should support improved access to the Olympic National Park, particularly to Hurricane Ridge.
2. The City should work to enhance the commercial and public use of Ediz Hook.
3. The City should take a leading role in enhancing visitors' first impression of the community by maintaining and upgrading the City's public facilities, and infrastructure, and strengthen the nuisance abatement program.

Objective

1. The City will support the creation of a skateboard/wheels park in Erickson Park.

Goal

- D. To strengthen and enhance the restoration and reinvigoration of our downtown historic buildings, infrastructure improvements, and beautification projects.

Objective

1. The City will work cooperatively with the property owners to support the repair and use of the Landing Mall pier.

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XII. PARKS AND RECREATION ELEMENT

General Comments

The intent of the Park Element is to provide a framework and guide for the development and management of City parks in Port Angeles. The following policies address a variety of subjects, some stand on their own, while others require coordination with other elements of the Comprehensive Plan.

The Parks and Recreation Element of the City's Comprehensive Plan was developed as an outgrowth of the Comprehensive Park, Open Space, and Recreation Plan created in 2003 by City park staff and incorporated into the City's Comprehensive Plan in 2007.

Goals, Policies, and Objectives

Goal

- A. To acquire, develop, renovate and maintain a system of parks, recreational facilities, and open spaces.

Policies

1. The City of Port Angeles should provide its citizens with a diversity of open spaces, parks, and recreation facilities and programs.
2. The City should strive to ensure that equality is achieved to the extent possible in the types of facilities, quality of maintenance, and the range of recreation services provided.
3. The City should strive to retain and reflect the natural beauty that attracts visitors, business, and residents to the area.
4. The City should continue to forge effective partnerships and strengthen its ties with other public, private, and non-profit providers.

Objective

1. The City will develop a parks impact fee to aid in funding the acquisition and development of new park lands in areas where new development creates a need for additional park facilities.
2. The City will develop an Ediz Hook master plan that designates land uses, improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses.

Goal

- B. To enhance the quality of life in the community by providing facilities, services, and programs that offer positive opportunities for building healthy, safe, and productive lives.

Policies

1. The City should provide consistently high quality recreational experiences to residents and visitors.

2. The City should strive for excellence through efficient, accurate, and skillful performance in every process, service and product delivered by the Parks and Recreation providers.
3. The City should keep citizens involved and informed about parks and recreation issues and services.
4. The City should manage park facilities in a manner that will ensure public safety and keep the parks free of misuse to the greatest extent possible.
5. The City should not approve any development that will not be served at or greater than a citywide level of service standard of 10 acres of parks per 1,000 population within six years from the time of development.

Objective

1. The City will provide adequate means of support for the delivery of high quality park and recreation services and products.
2. The City will provide a responsive, effective and high quality parks system and recreational programs through community participation and involvement in park facility and recreation programs to reflect community needs.
3. The City will provide appropriate signage and follow best practices in landscaping and design to provide adequate visibility of park users.
4. The City will provide programs relative to park and recreation uses such as swimming lessons and boating safety lessons to enhance user safety.
5. The City will provide programs and opportunities that are sensitive to the needs of all of its citizens, including those with limited financial resources, disadvantaged youth, the elderly, the disabled, and those with other special needs.

Goal

- C. To establish and protect a visual character of the community through open spaces, streetscapes, borrowed landscapes, and publicly-owned natural resource areas.

Policies

1. The City should strive to protect and retain the natural beauty of the area.
2. The City should supplement and enhance the visual attractiveness of the city through the use of formal landscaping in street medians, city gateways, and along sidewalks, as well as the use of other public spaces, flower beds, and street trees.

Objective

1. The City will develop a landscape ordinance to provide for enhanced street tree management, parking lot screening, and stormwater management.

Goal

- D. To provide a sustainable park system that meets the needs of the broadest segment of the population as possible by managing the city's available fiscal resources in a responsible manner.

Policies

1. The City should provide high quality services, emphasize the design of park areas to reduce long-term maintenance and operating costs, and implement improved technology to conserve limited resources such as water, power and people.

Objective

1. The City will use modern equipment and utilize staff effectively and properly plan maintenance activities.

Goal

- E. To promote economic growth through recreational tourism, and attract visitors and new business by enhancing the image of the community through beautification and recreation programs.

Policies

1. The City should continue to provide or participate with private sponsors to provide high quality recreational opportunities.
2. To encourage efficient transportation systems, the City should support the use of shuttle services during events to move participants between venues.

Objective

1. The city will promote programs that encourage visitation and participation from persons outside of Port Angeles to help off-set program costs.

Goal

- F. To provide a system of trails and bicycle paths to complement and coordinate with the existing street system and provide recreational opportunities while reducing the dependence on traditional automobile transportation.

Policies

1. The City should continue to participate as a partner in the extension of the Olympic Discovery Trail through the City to the western City limits.
2. The City should continue efforts to improve or provide access to Valley, Tumwater, Peabody, Ennis and White's Creeks through the development of an integrated trails system.