



City of Port Angeles

# Comprehensive Plan





# Acknowledgements

## 2017 Amendment

The following citizen volunteers, past and present elected officials and staff are acknowledged for their various contributions to the 2017 amendment of this Comprehensive Plan. These individuals contributed hundreds of hours to a citizen participation process, striving to reflect the wishes of the community in this long-range plan. Everyone's efforts have made this planning effort a success and are greatly appreciated.

### 2016 City Council Members

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Patrick Downie, Mayor	Michael Merideth
Cherie Kidd, Deputy Mayor	Lee Whetham
Brad Collins	Sissi Bruch
Dan Gase	

### 2016 Planning Commission Members

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Brian Hunter	John Mathews
Chad Aubin	Matt Bailey
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### 2016 Staff

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Nathan West, Community and Economic Development Director	
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Byron Olson, Finance Director	Scott Johns, Associate Planner

*Consultants: Studio Cascade Inc., Spokane WA*

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

# Adopting Ordinance

ORDINANCE NO. 3583

AN ORDINANCE of the City of Port Angeles, Washington adopting amendments to the Comprehensive Plan.

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

WHEREAS, each year the City performs an annual amendment cycle for the City Comprehensive Plan so that new information and changing circumstances in the community are reviewed and that amendments of the Comprehensive Plan may be considered; and

WHEREAS, the Planning Commission held a public hearing concerning the proposed amendments on May 24, 2017 and

WHEREAS, all elements of the Comprehensive Plan were reviewed with the goal of enhancing and assuring the City's compliance with its legal obligations to the State of Washington's Growth Management Act; and

WHEREAS, the Planning Commission has transmitted a copy of its recommendation to the City Council; and the City Council has considered the Commission's recommendation; and

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

Section 1. The Findings and Conclusions for the City of Port Angeles attached hereto as Exhibit "A" and incorporated herein by this reference, are hereby adopted.

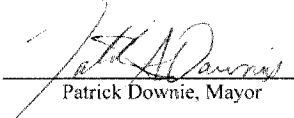
Section 2. The Final Comprehensive Plan amendment for the City of Port Angeles attached hereto as Exhibit "B" and incorporated herein by this reference, are hereby adopted.

Section 3. The Summary of Amendments for the City of Port Angeles attached hereto as Exhibit "C" and incorporated herein by this reference, are hereby adopted.

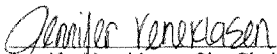
Section 4. A copy of the amended Comprehensive Plan shall be kept on file with the City Clerk and shall be available for public inspection.

Section 5. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum. 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 20<sup>th</sup> day of June, 2017.

  
Patrick Downie, Mayor

ATTEST:

  
Jennifer Veneklasen, City Clerk

APPROVED AS TO FORM:

  
William E. Bloor, City Attorney

PUBLISHED: June 25, 2017  
By Summary

**Summary of Ordinance adopted by the Port Angeles City Council on June 20, 2017**

**ORDINANCE NO. 3582**

AN ORDINANCE of the City of Port Angeles, Washington, revising Title 15, Chapter 15.24 of the Port Angeles Municipal Code relating to Wetlands Protection.

**ORDINANCE NO. 3583**

AN ORDINANCE of the City of Port Angeles, Washington adopting amendments to the Comprehensive Plan.

**ORDINANCE NO. 3584**

AN ORDINANCE of the City of Port Angeles, Washington amending Chapter 2.78 of the Port Angeles Municipal Code relating to the Code of Ethical Conduct.

**ORDINANCE NO. 3585**

AN ORDINANCE of the City of Port Angeles, Washington, amending Chapter 3.15 of the Port Angeles Municipal Code relating to Funds.

These ordinances are not subject to referendum, and shall take effect five days after the publication of summaries. The full texts of the Ordinances are available at City Hall in the City Clerk's office, on the City's website at [www.cityofpa.us](http://www.cityofpa.us), or will be mailed upon request. Office hours are Monday through Friday 8:00 a.m. to 5:00 p.m.

Jennifer Veneklasen  
City Clerk

Published by summary: June 25, 2017

# Amendments

## Date of Amendment

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June 20, 1995	#2873	
June 4, 1996	#2917	
June 17, 1997	#2960	
June 2, 1998	#2992	<i>(Map change only)</i>
June 1, 1999	#3021	<i>(Map change only)</i>
June 19, 2000	#3056	<i>(Map change only)</i>
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	<i>(Map change only)</i>
June 5, 2007	#3284	
May 25, 2008	#3334	
June 16, 2009	#3368	
June 24, 2010	#3401	
June 21, 2016	#3555	
June 20, 2017	#3583	

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*(See Appendix Table of Contents for listing)*

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*(See Appendix Table of Contents for listing)*



# Introduction

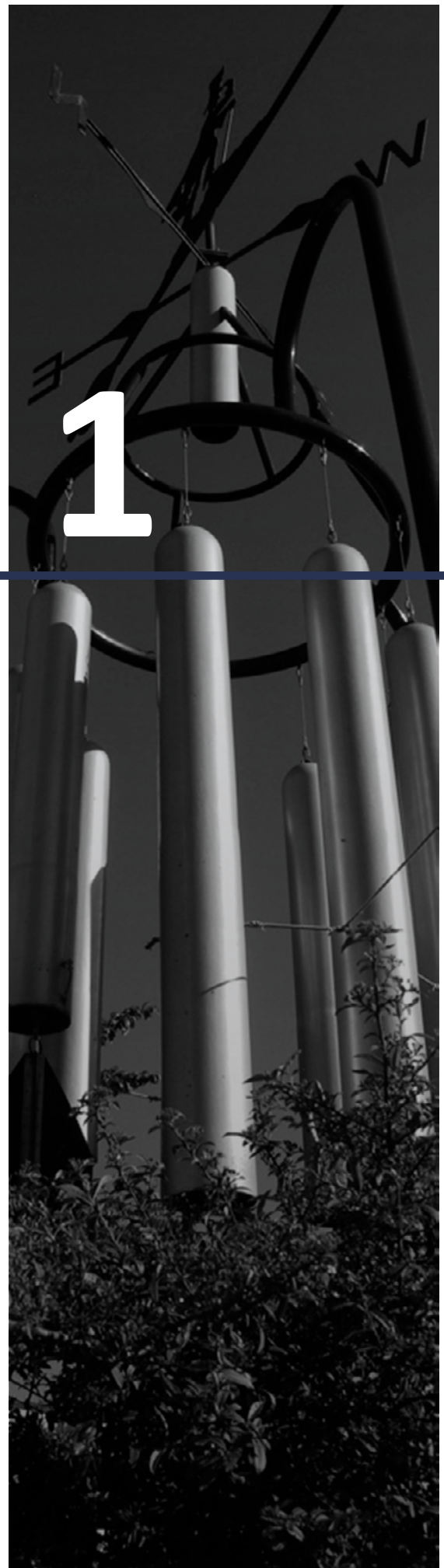
# 1

## Foundation of City Policy

The comprehensive plan is the policy foundation for the City, it sets fundamental goals, policies, and objectives that are the basis for all action. The City budget, capital facilities plan, City work plan, transportation plan, and departmental level of service standards are all based on and are consistent with comprehensive plan policy. The City's strategic plan also ties back to the comprehensive plan, specifically addressing how the City will implement comprehensive plan objectives over the next two years, establishing priorities for action.

## GMA Compliance

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 and periodically updated to meet the requirements of the GMA and is consistent with the Clallam County-Wide Planning Policy.

This 2016 update was undertaken to meet the State's GMA requirements and included a process intended to capture comments and suggestions from the broadest range of the public. The public participation process was led by Studio Cascade Inc., Community Planning and Design.

## 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.

Prior to the passage of the State GMA, such compliance was considered desirable but actual consistency was not required. The 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 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.





**Figure 1.01** – *The 2016 update process reviewed and updated this plan's vision, as well as many of its implementing policies and objectives. (Image: Studio Cascade, Inc.)*

## Compliance with the Comprehensive Plan

The Comprehensive Plan is the foundation upon which the City's development regulations (zoning, Environmentally Sensitive Areas protection, parking and sign codes, and subdivision ordinances) and Urban Services Standards and Guidelines Manual, Capital Facilities Plan and Urban Services and Utilities Plan are based, and from which the City's future land use pattern will come.

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 is intended to cover 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 ongoing development of this Comprehensive Plan, the City of 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.

## Plan Development & Public Participation

The Comprehensive Plan was initially updated from its 1976 version under the GMA in June of 1994. The City's last major update to the Comprehensive Plan was in 2004. Several minor amendments have been approved since that time. The 2016 updates reflected a citywide approach with an ambitious public participation program.

The current version (2016) of the Comprehensive Plan was updated to meet the requirements of the GMA. Areas of the plan that have been expanded include handling of archaeological discoveries and sites, the inclusion of low-impact stormwater management methods that more closely mimic natural processes, increased emphasis on urban forestry and landscaping and consideration of issues surrounding climatic change.

The City of Port Angeles allows amendments to the Comprehensive Plan to occur on an annual basis, within limited time periods. Individual citizens or groups may propose Comprehensive Plan amendments during the three month period between January 1 and March 31 of each year. Proposed amendments require environmental review and a public hearing prior adoption by the City Council.

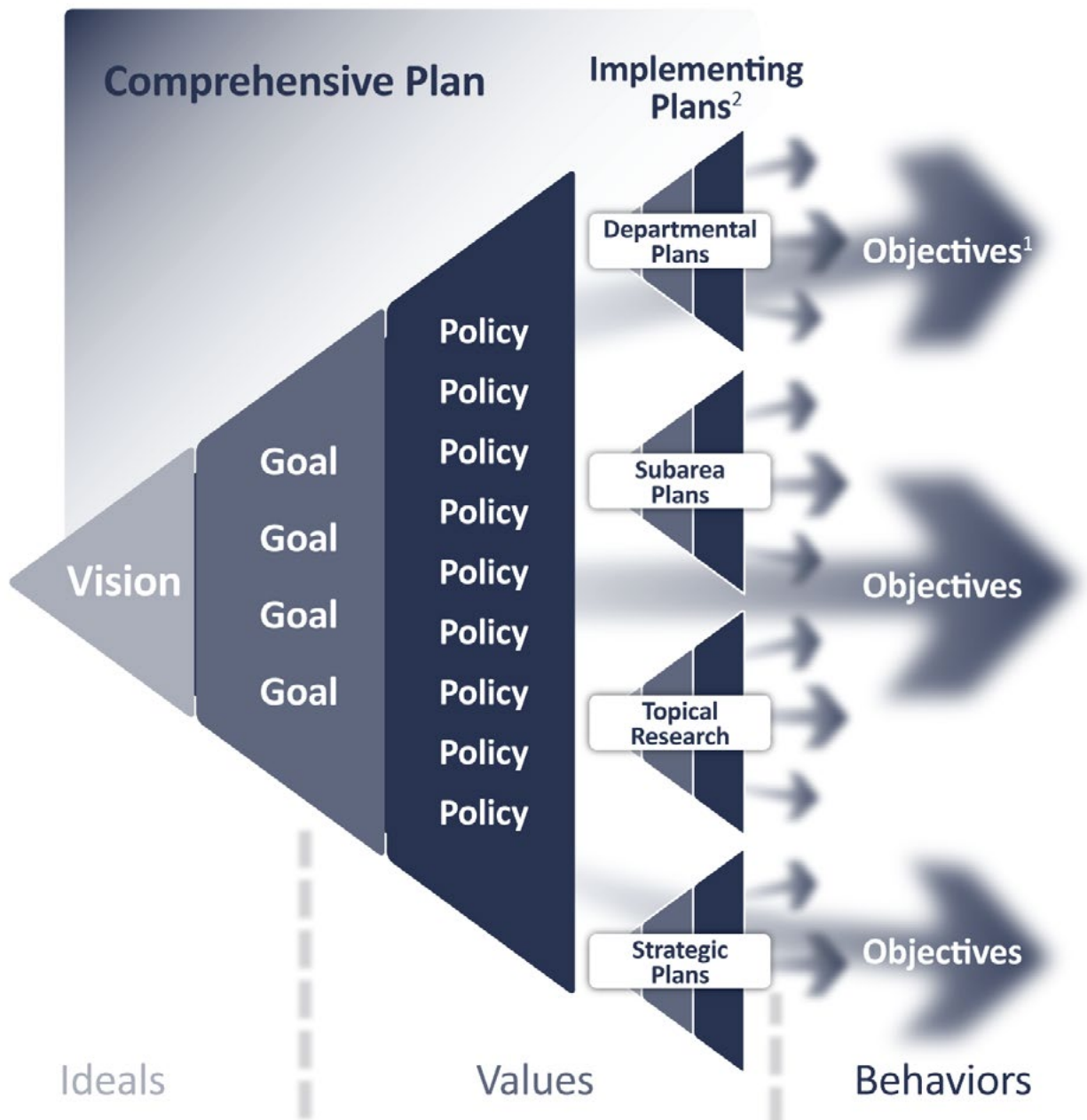
## Organization & Requirements of the Comprehensive Plan

The Comprehensive Plan is organized with 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 multiple 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 intent that will fulfill the vision of what the city intends to become or how the city should look or feel in the future. The goals in the







<sup>1</sup> Objectives include programs, capital investments, regulations, etc.

<sup>2</sup> Examples only. Implementing plans may include a wide variety of plan types

**Figure 1.02** – Comprehensive plans are organized as tiered systems, expressing community desires from broad-brush ideals (vision) through specific action items the City can lead (objectives). Other types of plans are sometimes prepared to identify or help implement objectives, taking vision, goal and policy cues from the comprehensive plan. (Image: Studio Cascade, Inc.)



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 GMA 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 must also be an internally consistent document, with all elements made consistent with the Land Use Map.

The Land Use Map is provided to show general uses to be located in generalized areas of the City. The plan shows six general land use categories: Low, Medium and High-Density Residential; and Commercial, Industrial, and Open Space. These general land use areas are not specifically bounded by streets, parcel lines, or other political boundaries. For purposes of this plan, they are separated by what is referred to as "imprecise margins." These, together with the land use categories, provide a framework and direction for desired development patterns, while at the same time, allow for flexibility in applying zoning designations.

The GMA requires that comprehensive plans include a plan, scheme, or design for each of the following:

- Land Use Element
- Transportation Element
- Utilities Element
- Housing Element
- Capital Facilities Plan Element.

Additionally, comprehensive plans must 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, a Growth Management Element and a Parks & Recreation Element. Each of the elements have been developed to be consistent with the GMA and to reflect the needs and desires of the City of Port Angeles and its citizens. Detailed minimum requirements for GMA-required elements are provided in Appendix C.



## 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 desirable development of the City. This document provides a sense of predictability to citizens of the city or potential residents considering relocating to Port Angeles.

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. The EIS has been updated through addenda and regular State Environmental Policy Act (SEPA) review as amendments to the Comprehensive Plan have been periodically approved. 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.



## Community Vision

The public process resulted in the following vision statements for a variety of specific areas of interest to citizens, Vision statements are based on the anticipated conditions of Port Angeles in 2036.

*The City of Port Angeles is vibrant and prospering, nurturing a balance of innovation and tradition to create an environmentally, economically, and fiscally sustainable community, accepting and cherishing its social diversity, small-town character and natural setting.*

In achieving this vision, Port Angeles recognizes the important roles each of the following plays:



### Environment

*Port Angeles' natural setting – with the Strait to the north and the Olympics to the south – is unique and special, with creeks, wetlands, steep slopes and a weather pattern that can be demanding. The town balances the community's need for economic stability, its potential for growth and the preservation of the areas' natural systems.*



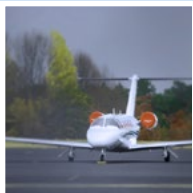
### Economic Development

*Keeping the community employed, prosperous, educated, and well-served are key economic development objectives. The City of Port Angeles facilitates sustained economic growth, directing investment to revitalize activity downtown, support local employment, and keep public services affordable and of high quality.*



### Neighborhoods

*Slightly more than 25,000 people call Port Angeles home in 2036, residing in neighborhoods that are safe, attractive and rich in character.*



### Airport

*Fairchild International Airport is an important aviation resource for local residents and businesses, operating as an important economic development and community safety priority and with regular commercial service to SeaTac International Airport.*





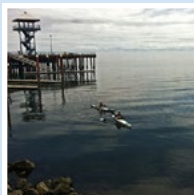
## Downtown

*Port Angeles' central business district is vital and prominent. The central commercial district is one of Port Angeles' major assets, intimately connected to the waterfront and featuring a variety of retail, civic, residential and professional office uses.*



## Small Commercial Centers

*Small-scale commercial centers are located in areas convenient for nearby residents and workers, offering a modest array of goods and services within an easy, enjoyable walk from nearby homes and employment centers.*



## Waterfront

*The central waterfront is an active and successful civic and social space, equally welcoming to residents and visitors.*



## Transportation

*Port Angeles' transportation network moves people and goods to, through and within the community, harmoniously accommodating cars, bikes, trucks, public transportation, planes, boats, ferries, and travel by foot.*



## Community Services

*The community's systems of housing, transportation, economic development and parks and recreation coordinate to serve all of Port Angeles' residents, ensuring public safety, economic opportunity, public health and overall community wellness.*



## Trails

*Port Angeles' trail system builds on the Olympic Discovery Trail and miles of local trails, contributing to the local quality of life by inviting community residents and visitors of all ages to wander and explore.*





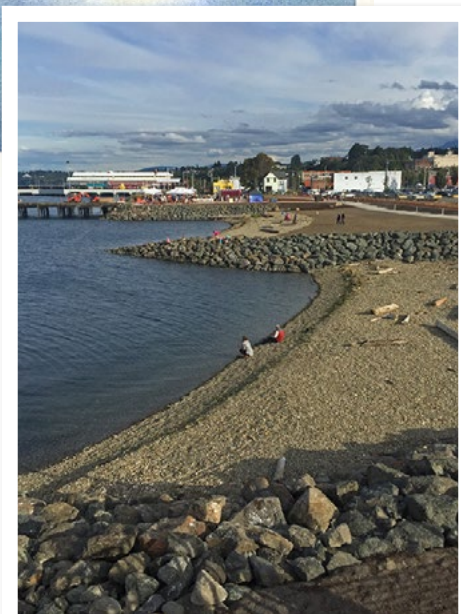
## Parks and Recreation

*Leisure is an important contributor to quality of life, and Port Angeles is committed to provide a robust parks and recreation system in response. Open spaces, both constructed and natural, function to enliven the human spirit. Whether it's a small pocket park near downtown, a waterfront esplanade, a sculpture garden on the hill, or a vast sports complex, the system serves multiple community needs.*





**Figure 1.03** – Phase II of efforts identified in the 2013 Waterfront & Transportation Improvement Plan (a subarea plan) designed, permitted and re-established a beach just west of Oak Street. The site had formerly been graded and utilized for mill operations. (Images: City of Port Angeles, Studio Cascade, Inc.)



## City Actions Since the 2004 Update

Since the last major update of the Comprehensive Plan, several objectives have been accomplished. Those accomplishments include the replacement of both century-old trestle bridges spanning Valley Creek and Tumwater Creek on 8th Street. The bridge spanning Peabody Creek at Lauridsen Boulevard was replaced with a structure that will allow truck traffic to make the turn and follow Lauridsen as intended for the cross-town alternative to Highway 101.

The City's landfill has been closed and converted into a regional transfer station, and work to remove waste materials that remain in the marine bluff and stabilize the bluff to prevent further adverse impacts to the shoreline is underway, and will be completed in 2016. A major project to resolve long-standing issues with combined sewer/stormwater systems overflowing into the Strait of Juan de Fuca has been completed and the second project phase is underway and nearing completion.

The City has followed through with the creation of new zone designations in anticipation of future annexations, especially the



eastern UGA. The Commercial Regional zone was created to be applied to areas along Highway 101 where existing large commercial uses such as car dealerships and large-volume stores currently exist or where land is available for such uses. A major infrastructure goal was achieved with the extension of a sewer main line to the eastern UGA.

A second new zone was created for large suburban-scale residential lots. The Residential Single Family zone (RS-11), restricting residential lots to a minimum of 11,000 square feet or larger has been applied to areas within existing city limits.

An Industrial Marine (IM) zone was also created to be applied to shoreline areas focusing primarily on marine trades that may need the support of commercial uses to provide a framework for mixed uses in a campus-like environment.

In 2009 the City received a grant from the American Institute of Architects (AIA). The grant resulted community planning effort known as the Sustainable Design Assessment. The AIA Sustainable Design Assessment Team Report has been adopted and incorporated as an extension of the Comprehensive Plan. Implementation of the document can be found throughout the implementation chapter of this document as well as in the City's Strategic Plan.

Industrial zoning was modified to include the potential for work/live situations, where working artists requiring large work studios with industrial types of activities, are permitted to live at their studios by conditional use permit.

A major planning effort was completed in 2014. The Shoreline Master Program (SMP) was approved and accepted by the Department of Ecology, completing a five-year effort that included the writing of a new Harbor Resource Management Plan, Shoreline Inventory/Characterization/Analysis Document, a Cumulative Impacts Analysis and a Shoreline Restoration Plan. The shoreline planning effort took place concurrently with several restoration projects occurring on the south shoreline of Ediz Hook. The last phase of shoreline restoration was completed during the summer months of 2016, and will result in a continuous restored shoreline from Harbor View Park on the east to Sail and Paddle Park on the west. As a result of the new environmental designations applied to Ediz Hook by the SMP and restoration work that has been accomplished, the objective to develop an Ediz Hook Master Plan has been made unnecessary.







**Figure 1.04** – Phase I of efforts identified in the 2013 Waterfront & Transportation Improvement Plan designed and created a new esplanade along Railroad Avenue between Laurel and Oak streets. (Image: LMN Architects)

A 358-acre area was annexed into the City in 2005. The area is located along the south side of Highway 101, west of the city limits at that time. The area is primarily an industrial site, accommodating several large operations, and much of the area is zoned Industrial Heavy. Portions of the annexed area along Highway 101 include residential uses.

Another major accomplishment is the construction of a Waterfront Promenade located between Oak Street and Laurel Street in the city's downtown. The promenade was the first phase of a multi-phase project planned for the downtown waterfront. The second phase, also completed, included creation of two small beach areas where hard-armored shoreline once existed west of Oak Street to the Valley Creek Estuary Park. Enhancements to the Waterfront Trail are also an integral portion of the project. Subsequent phases will improve the portion of Railroad Avenue east of Laurel Street to City Pier Park.

An associated downtown project that had been anticipated for several years was also completed. This "Gateway Project" resulted in a downtown transit center and covered pavilion area for public activities. The pavilion is now used regularly for the local Farmers Market, and as a venue for various festivals.



A portion of downtown's sidewalks and water lines were replaced beginning in 2006. As part of that project, the west side of Laurel Street between First and Front was developed to preserve the last remaining portion of the "Port Angeles Underground."

Regionally, a major effort involved the removal of the two dams placed on the Elwha River a century ago. This project included reconstruction of the City's water collection system and the intake for the industrial water supply. In addition, a new bridge was built spanning the river. The new bridge includes a suspended pedestrian/ bicycle segment of the Olympic Discovery Trail.

The Olympic Discovery Trail between the western city limits and 18th Street was improved as the trail right-of-way and was also used for a sewer line extension to the Lower Elwha Klallam Tribe's reservation lands. The sewer extension outside of the city was made necessary by the removal of the dams upstream from the reservation. The removal of the dams resulted in a higher ground water table, making on-site sewer drainfields unusable. The reservation is now served by City sewer facilities.

In 2007, the City added a Parks & Recreation Element to the Comprehensive Plan. In 2009, the City implemented a Façade and Sign Improvement Grant program to help small businesses enhance the appearance of buildings in the city.

Another effort at citywide beautification was accomplished in 2014 with the passage of a Street Tree Ordinance. The passage of the ordinance resulted in the City being awarded the "Tree City USA" designation from the National Arbor Day Foundation.

All of the above-mentioned projects were included in the earlier version of the Comprehensive Plan as goals, policies, or objectives.



# Growth Management

# 2

This Comprehensive Plan has been developed in accordance with the requirements of the State Growth Management Act (GMA). The City met all of the Act's required deadlines for compliance and participated with Clallam County (The County), the City of Forks, the City of Sequim, area Tribes and 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 Comprehensive Plan and to work with the County on a joint Comprehensive Plan for the Urban Growth Area (UGA). On April 13, 1993, the Board of Clallam County Commissioners adopted an Interim Port Angeles UGA. In 2005, the City and County entered into an interlocal agreement on a phased annexation plan for the Eastern UGA. A similar agreement was reached regarding the western UGA. At that time, the City established the intended zones that would be applied to areas annexed to the City from the Eastern UGA.

The following goals and policies are included to insure continued compliance with the GMA, and compatibility with the County's Comprehensive



Plan outside of the Port Angeles UGA (PAUGA). Objectives related to GMA goals and policies are included in Chapter 11, Implementation.



## ■ GMA Goals & Policies

### Goal

**G-2A** 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

- P-2A.01** 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 multi-modal 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 regional natural resource-based industries, including productive timber management, 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 areas, 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.*

- P-2A.02** 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.
- P-2A.03** 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.
- P-2A.04** 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.
- P-2A.05** Urban services/facilities should be provided consistent with the Capital Facilities Element.
- P-2A.06** 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.
- P-2A.07** 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.



- P-2A.08** 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.
- P-2A.09** Land designated for commercial or industrial uses, which encourage adjacent urban development, should be located within the PAUGA.
- P-2A.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.
- P-2A.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.
- P-2A.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, fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.
- P-2A.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.
- P-2A.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.
- P-2A.15** The City or service provider should demonstrate the financial capability for continued operation of the facility following construction.
- P-2A.16** Regulations to protect critical areas, which occur within the PAUGA, should be developed to ensure protection of such areas.
- P-2A.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.
- P-2A.18** The City and County should together designate and set aside additional lands on the west side of the City for industrial and commercial purposes, both inside the City limits and in the UGA.
- P-2A.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.

## Goal

- G-2B** To ensure the orderly transition of land within the PAUGA into the City of Port Angeles.



## Policies

- P-2B.01** Annexation of land, which is outside the established boundaries of the PAUGA, shall not be allowed.
- P-2B.02** Annexation of land from within the established boundaries of the PAUGA shall be in accordance with the adopted annexation laws.
- P-2B.03** Annexation of land, which is not adjacent to and/or contiguous with the established City Limits boundary-line, should not be allowed.
- P-2B.04** 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 The Port Angeles Zoning Code, shall apply to development of the annexed area.
- P-2B.05** Annexation and development of land should be consistent with the orderly extension of urban services/facilities and be in accordance with the City's Comprehensive Plan and capital facility planning.
- P-2B.06** 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.
- P-2B.07** 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.
- P-2B.08** 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.
- P-2B.09** Annexation boundaries should be drawn to eliminate boundary, interjurisdictional, and service problems.
- P-2B.10** Necessary rights-of-way and easements should be obtained prior to or at the time of annexation.
- P-2B.11** The City should facilitate any annexation in a manner that will minimize financial impact to all residents and businesses.
- P-2B.12** The City should annex its urban growth areas (UGAs) in accordance with State statutes as facilities are extended into those areas and as new urban development takes place.





# Land Use

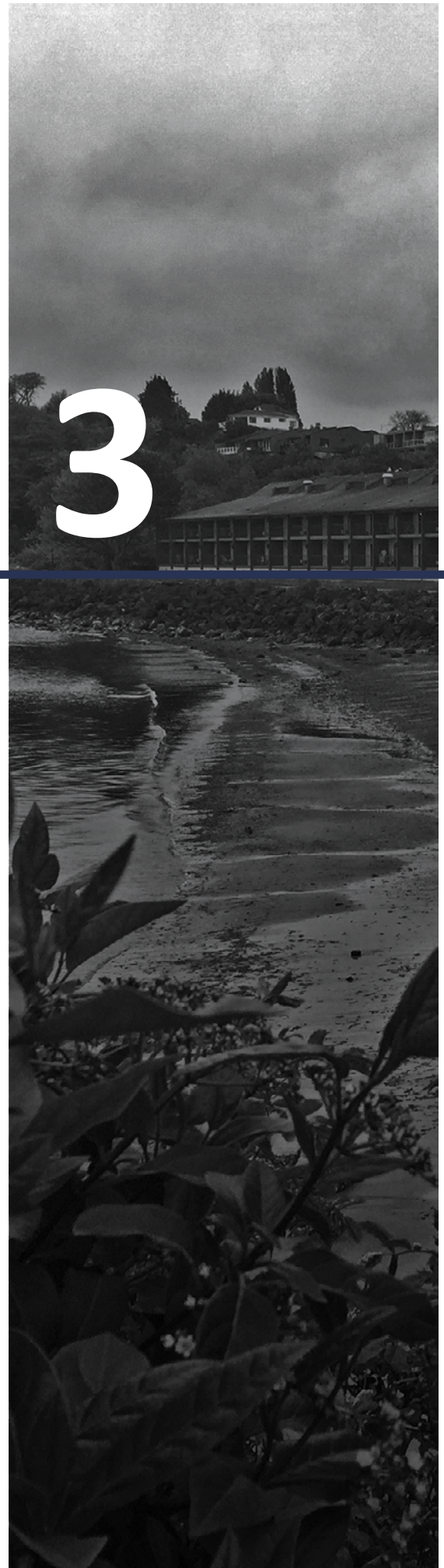
# 3

The Land Use Element establishes City policy regarding how land may be developed. This element and its Future Land Use Map (Figure 3.01) establishes the following six comprehensive plan land use categories:

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

These categories and their associated areas are configured in coordination with a wide range of planning considerations including population projections and a developable lands inventory, per GMA requirements. Details on these factors may be found in Appendices A and C.

Together, the goal and policy framework presented in this element provides direction in realizing Port Angeles' long-range vision regarding land use - including optimizing the city's relationship with its setting; supporting safe, attractive and character-rich neighborhoods; creating a more dynamic,



successful downtown; and supporting a wide range of recreational opportunities available to the entire community. Objectives related to Land Use goals and policies are included in Chapter 11, Implementation.

## Land Use Categories

These land use categories are described below and located on the Future Land Use Map.

### Low Density Residential (*Up to seven 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 accessory residential units and duplexes 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, and apartments 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 and apartments, 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

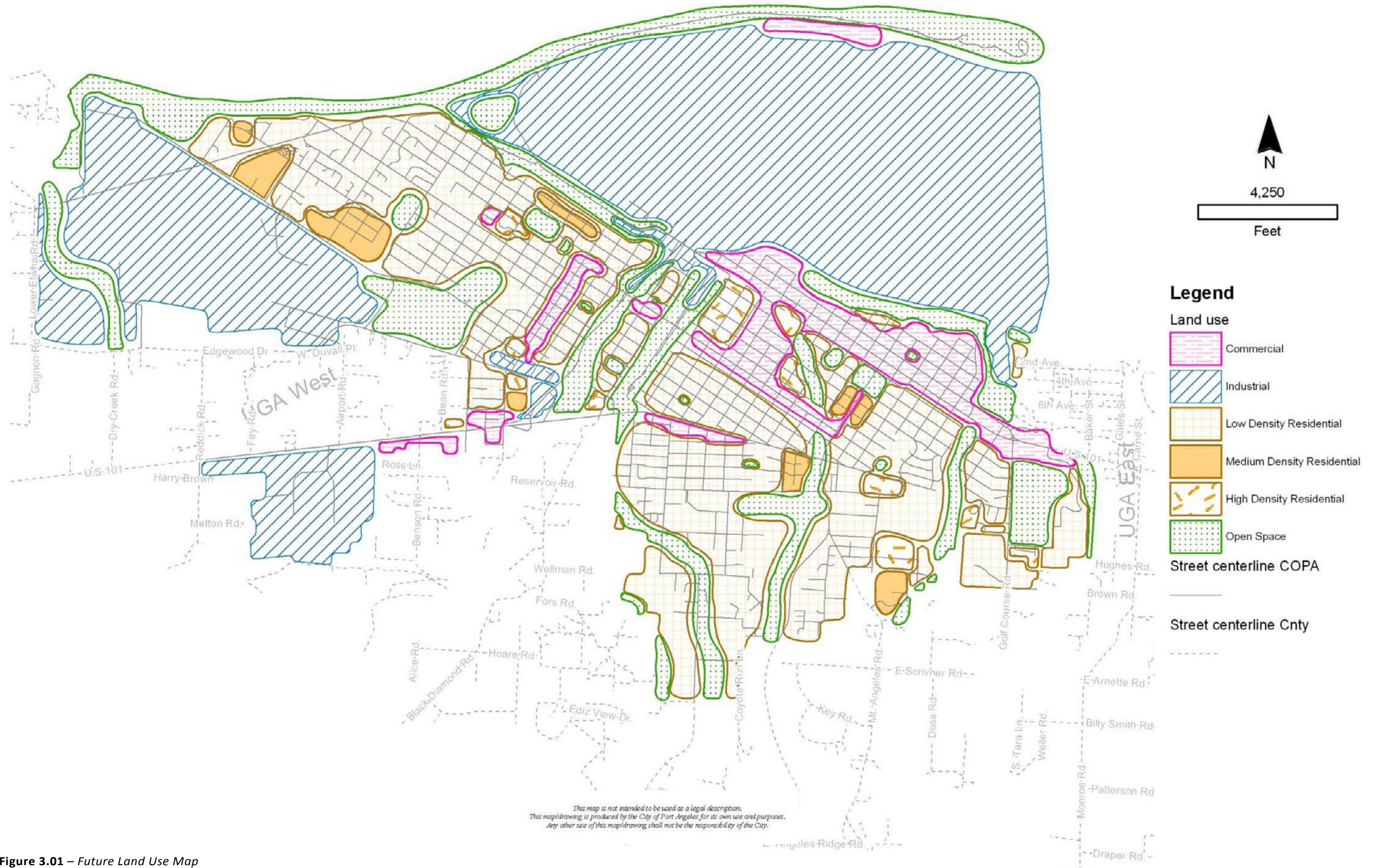
The Land Use Map also designates only one industrial category, thus again providing maximum flexibility to the City's Zoning Ordinance in regulating the types of industrial uses and their permitted locations.

## 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 developed parks 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.



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*This map is not intended to be used as a legal description.  
 This map/drawing 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 3.01 – Future Land Use Map**

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## ■ Land Use Map Goals & Policies

### Goal

- G-3A** 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

- P-3A.01** 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.
- P-3A.02** 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.
- P-3A.03** 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.
- P-3A.04** All development within the City should be encouraged to utilize low impact development techniques and BMPs, where feasible.
- P-3A.05** The City should consider the projected climatic change impacts and adaptation strategies contained in the Climatic Change Preparedness Plan for the North Olympic Peninsula, September 2015.

## ■ Residential Goals & Policies

### Goal

- G-3B** 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

- P-3B.01** Urban services should be available for all residential areas as required by the Capital Facilities Element concurrency policy.
- P-3B.02** Single family lots should be of reasonable shape and should have access provided by a collector arterial, local access street or an alley.



- P-3B.03** Large lots should allow for future subdivisions at the densities permitted for the zone in which they are located.
- P-3B.04** 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.
- P-3B.05** 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 apply.
- P-3B.06** 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 native and drought tolerant 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.
- P-3B.07** Planned Residential Development techniques should emphasize the overall density of the development rather than minimum lot sizes.

## Goal

- G-3C** 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

- P-3C.01** 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, day care 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.
- P-3C.02** 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.
- P-3C.03** 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.





- P-3C.04** 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.
- P-3C.05** Medium and high density housing policies should apply to mobile home parks.
- P-3C.06** Manufactured homes that meet current state regulations should be treated as site constructed housing for zoning purposes.
- P-3C.07** 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.

## ■ Commercial Goals & Policies

### Goal

- G-3D** To create and maintain a healthy and diverse commercial sector for a balanced and stable local economy.

### Policies

- P-3D.01** 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.
- P-3D.02** 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.
- P-3D.03** 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.
- P-3D.04** The City should consider potential environmental consequences, such as greenhouse-gas emissions and carbon footprints, when encouraging new commercial developments and businesses.

### Goal

- G-3E** 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

- P-3E.01** Urban services should be available for all commercial areas as required by the Capital Facilities Element concurrency policy.



- P-3E.02** New commercial developments should follow a cluster configuration rather than a strip pattern.
- P-3E.03** 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.
- P-3E.04** Service access may overlap with parking areas to minimize impervious area. Service areas should be separated from pedestrian areas wherever and whenever possible to accommodate vehicular traffic and pedestrian safety.
- P-3E.05** Commercial development outside the US 101 corridor should not be in a strip pattern.
- P-3E.06** New Comprehensive Plan commercial area designations should not be located along the alternate local cross-town route or the cross-town truck route.
- P-3E.07** 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.
- P-3E.08** 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.
- P-3E.09** The City should identify neighborhoods lacking nearby accessible services.
- P-3E.10** The City should identify locations to develop small commercial opportunities in neighborhoods.

## Goal

- G-3F** 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

- P-3F.01** 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.
- P-3F.02** The City should continue to promote improvements to the traditional downtown area, through beautification projects and in cooperation with downtown business merchants.



- P-3F.03** 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.
- P-3F.04** 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).

## ■ Industrial Goals & Policies

### Goal

- G-3G** To create and maintain a healthy and diverse industrial sector for a balanced and stable local economy.

### Policies

- P-3G.01** The City should promote a cooperative intergovernmental plan for comprehensive development of industrial infrastructure and amenities to attract and support light and heavy industry.
- P-3G.02** Office, commercial, and limited work/live uses should be allowed in specifically designated industrial areas.
- P-3G.03** The William R. Fairchild International Airport should be considered an essential public facility as referenced in Appendix B (Clallam County-Wide Planning Process).

### Goal

- G-3H** 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 development pattern of the City.

### Policies

- P-3H.01** Urban services should be available for all industrial areas as required by the Capital Facilities Element concurrency policy.
- P-3H.02** 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.



- P-3H.03** 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.
- P-3H.04** Industrial activity should be located in three major areas: adjacent to the harbor, around the airport, and along Highway 101 west of Benson Road.
- P-3H.05** 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.
- P-3H.06** 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.
- P-3H.07** 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 underlying zone.
- P-3H.08** The City should consider the siting of clean-energy facilities (e.g., solar, wind, geothermal, wave, tidal) outside of industrial areas, as a conditional use.
- P-3H.09** The City should consider the climatic change impacts of any proposed new industrial activity or expansion.

## Goal

- G-3I** 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

- P-3I.01** 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.
- P-3I.02** 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.



- P-3I.03** 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.
- P-3I.04** 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

### Goal

- G-3J** 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

- P-3J.01** 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.
- P-3J.02** The City should continue to acquire property that provide opportunities to preserve major physical features providing wildlife habitat and open space corridors between the waterfront and the Olympic National Park.
- P-3J.03** 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.
- P-3J.04** 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.
- P-3J.05** The City should discourage intensive recreational uses and impervious surfaces in sensitive open space areas. Permeable materials should be used for walkways and trails in open space areas where feasible.
- P-3J.06** 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.



## Goal

- G-3K** 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

- P-3K.01** 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.
- P-3K.02** Development and planning of parks and recreational facilities should follow a comprehensive service and facility plan consistent with the Capital Facilities Element.
- P-3K.03** Public parks and recreational facilities should be equitably distributed throughout the City to afford access to all residents.
- P-3K.04** 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, while incorporating LID techniques and BMPs in all projects where feasible.
- P-3K.05** 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.
- P-3K.06** 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.
- P-3K.07** The City should develop neighborhood parks for the developing areas on the west, south and east sides of the City to support new subdivisions

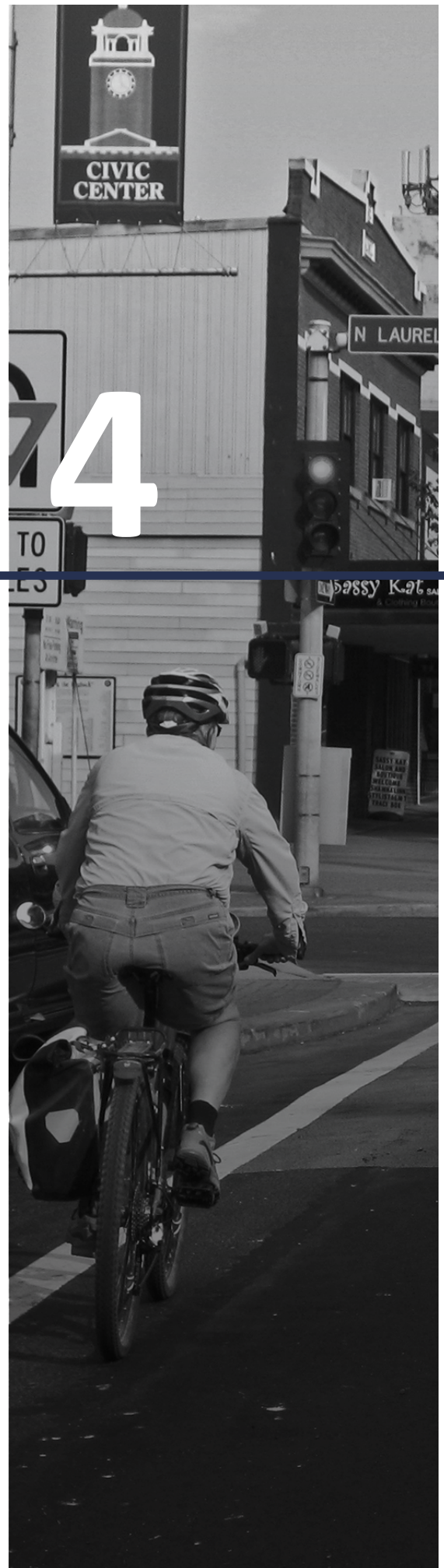


# Transportation

# 4

The intent of the Transportation Element is to define in a comprehensive manner how vehicular traffic and non-motorized modes 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 local streets (See Figure A•14). The City's Circulation Plan acknowledges that such a regional 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.

Together, the goal and policy framework presented in this element (and the analysis in Appendix D) provides direction in realizing the City's long-range vision regarding transportation - including support for a strong economy; creating walkable, people-friendly environments; and improving the health and quality of life for all residents of Port Angeles. Objectives related to Transportation are included in Chapter 11, Implementation.



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## ■ Transportation Goals & Policies

### Goal

- G-4A** 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

- P-4A.01** Pedestrian, bicycle, and other non-motorized paths, bike racks, storage facilities, drinking fountains, and benches should be an integral part of the circulation system.
- P-4A.02** 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.
- P-4A.03** 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.
- P-4A.04** 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.
- P-4A.05** The City should update the Transportation Element to be consistent with Bill 1487 and the Regional Transportation Plan.
- P-4A.06** The City should encourage development of low-carbon-impact transportation infrastructure.
- P-4A.07** The City should improve amenities for walking and biking, connecting neighborhoods to downtown, commercial centers and the regional trail system.
- P-4A.08** The City should consider converting alleyways into attractive pedestrian zones for access to local businesses. Encourage alleyways for use as pedestrian zones.
- P-4A.09** The City should improve trails, sidewalks, streets, and public facilities to encourage walkability and non-motorized transportation.
- P-4A.10** The City should work to aid development of the Olympic Discovery Trail which passes through and along key parts of its park, street, pedestrian, and non-motorized transportation systems and facilities.
- P-4A.11** The City should develop and employ a variety of equitable, proportional funding techniques that provide mitigation for transportation impacts resulting from new development or redevelopment.



## Goal

- G-4B** To improve circulation patterns across and within the community, and to achieve the desired urban design of the City.

## Policies

- P-4B.01** 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.
- P-4B.02** The City should divert cross-town truck traffic around the downtown area.
- P-4B.03** The City should facilitate an additional route for local cross-town traffic across White's Creek ultimately connecting with US 101.
- P-4B.04** 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.
- P-4B.05** 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.
- P-4B.06** Alternate local cross-town route improvements should be given a high priority in capital facility planning.
- P-4B.07** 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.
- P-4B.08** Traffic circulation to and from the airport and around associated industrial areas should be improved.
- P-4B.09** The City should encourage and participate in the completion of the traffic circulation system for west side development.



- P-4B.10** 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. Permeable pavement is preferred for local access streets and alleys where feasible.
- P-4B.11** 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.
- P-4B.12** Principal, minor, and collector arterial streets should be located on the edge of district boundaries wherever possible.
- P-4B.13** 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.
- P-4B.14** Road improvements should provide for alternate modes of transportation, and new roads should be evaluated for the ability to accommodate alternate modes of transportation.
- P-4B.15** Parking requirements should make allowances for shared parking facilities.
- P-4B.16** The City should assist the public transit system by providing convenient access between neighborhoods, residential, commercial, and industrial areas and between major community facilities.
- P-4B.17** Police and fire protection should be a key factor in residential subdivision street designs and circulation patterns.
- P-4B.18** 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.
- P-4B.19** 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.
- P-4B.20** 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.
- P-4B.21** The City should encourage public and private transportation providers to provide greater access and opportunities to residents, including Sunday and holiday service.
- P-4B.22** The City should support reduced speed limits on portions of Highway 101 through the City.
- P-4B.23** The City should include the development of Race Street intersections with Front and First Streets as architecturally significant National Park gateway in its plans for improvements to the Race Street corridor.



- P-4B.24** The City should assist public transit providers to develop transportation options for local residents and tourists that showcase regional attractions without cars.
- P-4B.25** The City should consider potential environmental consequences, such as greenhouse-gas emissions and carbon footprints, when encouraging new commercial developments and businesses.



# Utilities & Public Services

# 5

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.

Taken together, the policy framework presented in this element will help Port Angeles realize many of its long-range goals - including sustaining the natural environment; supporting economic growth and opportunity; and helping keep services efficient and cost-effective. Objectives related to Utilities and Public Services are included in Chapter 11, Implementation.



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## ■ Utilities Goals & Policies

### Goal

- G-5A** 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

- P-5A.01** Public facilities should be equitably distributed across the City's planning areas including designated Urban Growth Areas.
- P-5A.02** Public facilities should contain provisions for citizens with disabilities and should be constructed according to accepted standards.
- P-5A.03** Social services providing home care should be located in residential neighborhoods in a manner that maintains the character of the immediate neighborhood.
- P-5A.04** 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.
- P-5A.05** 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.
- P-5A.06** The City should encourage age-appropriate services for all-age groups, including youth and seniors.
- P-5A.07** The City should promote access to information by investing in a high quality ICT (Information Communication Technology).
- P-5A.08** The City should incorporate tribal issues and interests into city projects.

### Goal

- G-5B** To support services and facilities through different levels of participation in cooperation with other public or private agencies.

### Policies

- P-5B.01** 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*



- P-5B.02** 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.*
- P-5B.03** 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*
  - *Health Care programs.*
- P-5B.04** The City should develop and use public facilities cooperatively, in the promotion of social and community services.

## Goal

- G-5C** To provide safe, clean, usable, and attractive public facilities which enhance the cultural, educational, economic, recreational, and environmental attributes of the City.

## Policies

- P-5C.01** Industrial diversification should be supported by the development of urban services.
- P-5C.02** The City should place a high priority on installing new utility lines underground and in the existing rights-of-way to increase safety and reliability, and to improve neighborhood appearance.
- P-5C.03** Where possible, new utilities should be located in alleys or in the existing right-of-way.





- P-5C.04** 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), and to integrate stormwater facilities into the natural landscape where feasible (such as LID techniques and BMPs and stormwater treatment wetlands).
- P-5C.05** The City's park and recreation system should provide a variety of settings and activities suitable to people of all ages, characteristics, and interests.
- P-5C.06** The City should place special emphasis on the recreational needs of the youth of the community, including bicycle safety education programs.
- P-5C.07** The City should encourage more active involvement and communication between education (professional and student), business, community, art and cultural communities to help integrate key people into the startup community.

## Goal

- G-5D** To provide utility services in an efficient and cost-effective manner.

## Policies

- P-5D.01** 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.
- P-5D.02** 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.
- P-5D.03** The City, at its sole discretion, should extend urban services outside the City without annexation.
- P-5D.04** The City should promote and encourage energy conservation, renewable energy, distributed energy generation, improved distribution efficiencies, and recycling efforts throughout the community. The City's own practices should serve as a model.
- P-5D.05** The City should promote the joint use of transportation rights-of-way and utility corridors for all forms of transportation, including non-motorized.
- P-5D.06** The City should promote coordination between road construction and utility installation.
- P-5D.07** The City should allow for simultaneous processing of all development permits.
- P-5D.08** 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.



- P-5D.09** The City should identify lands useful for public purposes, such as utility corridors, landfills, sewage treatment facilities, transportation (including non-motorized), recreation, schools, and other public uses.
- P-5D.10** Planning for utility services should be consistent with the goals and policies of the Capital Facilities Element.
- P-5D.11** New development should be served by sanitary sewers.
- P-5D.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.
- P-5D.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.
- P-5D.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.
- P-5D.15** The City should provide infrastructure to all industrial lands to encourage development.
- P-5D.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.
- P-5D.17** The City should extend sewer into the eastern Urban Growth Area (UGA).
- P-5D.18** The City should extend sewer into the southwestern Urban Growth Area (UGA).
- P-5D.19** The City should encourage the use of renewable energy in both the private and public sectors, providing all reasonable support and advocacy at the State level for regulations and incentives that encourage such installations.

## Goal

- G-5E** To provide quality customer service with honesty, integrity and flexibility.

## Policies

- P-5E.01** The City should promote efforts to improve the efficiency and effectiveness of customer service.



- P-5E.02** The City should promote responsibility and fiscal accountability in the provision of customer service.
- P-5E.03** 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.
- P-5E.04** The City should respect diversity and foster a safe environment.
- P-5E.05** The City should work in partnership with the community as stewards of the area's unique environment and quality of life.



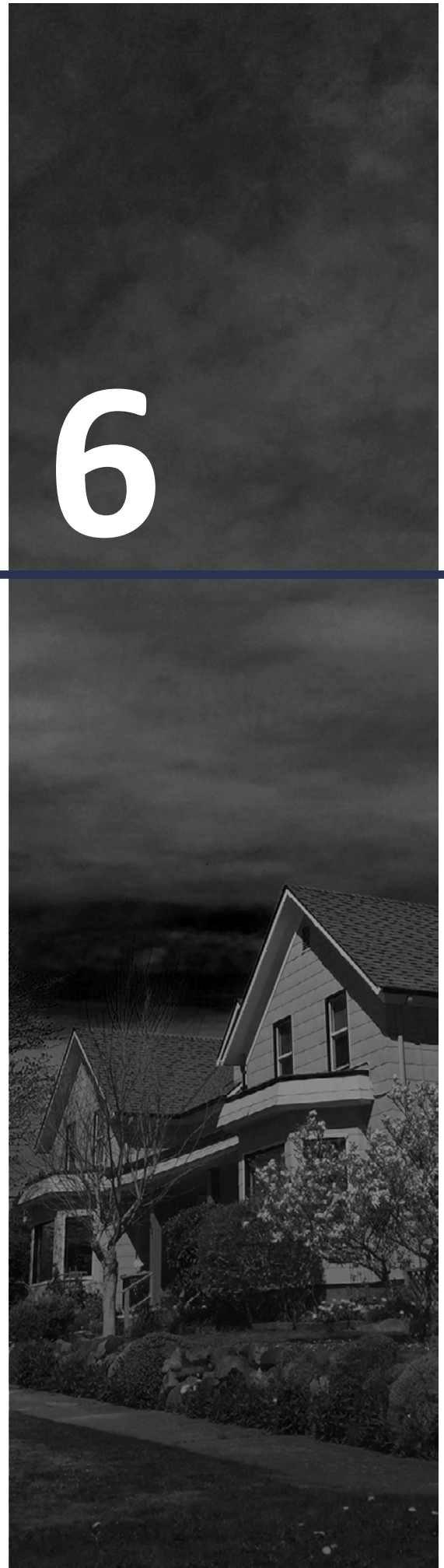
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# Housing

# 6

The City recognizes the extreme importance of available clean, safe, and affordable housing in the community. A housing needs assessment, titled *Measuring Housing Needs: A Data Toolkit for Clallam County*, was prepared in 2006 for the Housing Authority of Clallam County. This report is included with the Comprehensive Plan as Appendix D.

The results of the 2006 study and public input provided during the 2016 update process influenced the development of the following goals, policies and objectives, which strive to achieve Port Angeles' long-range vision for housing. Beyond improving the quality, affordability, and availability of housing for residents, this element is seen to support community objectives related to economic development, downtown growth, neighborhood character, and service-efficient, more cost-effective development patterns. Objectives related to Housing are included in Chapter 11, Implementation.



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## ■ Housing Goals & Policies

### Goal

- G-6A** To improve the variety, quality, availability, and attainability of housing opportunities in the City of Port Angeles.

### Policies

- P-6A.01** 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.
- P-6A.02** Residential uses should be allowed in all non-industrial 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.
- P-6A.03** The retention and development of safe and attractive mobile home parks should be encouraged.
- P-6A.04** The City should develop a program to improve substandard housing in the City of Port Angeles.
- P-6A.05** The City should plan for sufficient urban services to support future housing in a variety of allowable densities.
- P-6A.06** Accessory residential units should be allowed in single family residential zones, upon approval of a Conditional Use Permit.
- P-6A.07** The City should promote acceptance of low and moderate income housing through public information programs.
- P-6A.08** The City should consider the effect of impact fees on the affordability of housing prior to establishing such impact fees.
- P-6A.09** 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).
- P-6A.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.
- P-6A.11** The City should investigate the appropriate siting of additional land to be designated medium density and high density.



- P-6A.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.
- P-6A.13** The City should encourage the use of Green Building techniques for new developments and support Green Built certification for new developments.
- P-6A.14** The City should encourage the use of Low Impact Development stormwater management techniques (such as vegetated roofs, permeable pavement, and bio-retention) for all new developments.
- P-6A.15** The City should allow for mixed-use opportunities in neighborhoods, including commercial development and mix of housing densities.
- P-6A.16** The City should identify opportunities for housing revitalization in targeted areas including the downtown core.
- P-6A.17** The City should promote and increase the number of downtown residential living units.
- P-6A.18** The City should develop strategies to combat homelessness and housing insecurity amongst residents.
- P-6A.19** The City should develop and implement tools to support a range of housing types including affordable housing options.

## Goal

- G-6B** 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

- P-6B.01** 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.
- P-6B.02** 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.





- P-6B.03** 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.
- P-6B.04** The City should invite the Clallam County Housing Authority to participate in a variety of affordable housing opportunities.
- P-6B.05** The City should seek representation on the Clallam County Housing Authority and non-profit housing organizations.
- P-6B.06** Adequate low and moderate income housing opportunities should be provided within the Port Angeles Planning Area.
- P-6B.07** A scattered site housing construction program should be promoted.
- P-6B.08** The City should support affordable housing by developing utility cost savings programs.
- P-6B.09** The City should help support the provision of transitional and temporary housing for the homeless and/or displaced families.
- P-6B.10** The City should designate specific medium and high density zones where increased building height limitations could be increased.



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# Conservation

# 7

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.

As with other elements, this chapter provides a goal, policy and objective framework to support Port Angeles' long-range vision related to conservation. This includes efforts to optimizing the city's relationship with its setting; supporting safe, attractive and character-rich neighborhoods; creating a more dynamic, successful downtown; and supporting a wide range of recreational opportunities available to the entire community. Objectives related to conservation goals and policies are included in Chapter 11, Implementation.



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## ■ Conservation Goals & Policies

### Goal

- G-7A** 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

- P-7A.01** 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.
- P-7A.02** The City should promote compatibility between the land and its use by regulating the intensity of the land use.
- P-7A.03** 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.
- P-7A.04** The City should promote and highlight Port Angeles' plentiful natural beauty, amenities and cultural history.

### Goal

- G-7B** To protect and enhance the area's unique physical features, its natural, historical, archaeological, and cultural amenities, and the overall environment.

### Policies

- P-7B.01** 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.
- P-7B.02** 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.
- P-7B.03** The City should protect and enhance the characteristics of its unique residential neighborhoods.
- P-7B.04** Building density should decrease as natural constraints increase.



- P-7B.05** 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.
- P-7B.06** The City should regulate site design, preparation, and development to avoid or minimize damage to wetlands and other environmentally sensitive areas.
- P-7B.07** Recognizing the functions and values of wetlands, the City should strive to achieve no net loss of wetlands.
- P-7B.08** 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, or are subject to damage from climatic change, while recognizing the rights of private ownership.
- P-7B.09** The City should promote public access to the shoreline, while preserving a healthy shoreline environment.
- P-7B.10** The City should enhance and preserve the quality of its air and water as two of its unique physical features.
- P-7B.11** The City should protect its air and water quality by minimizing potential new pollution from new and existing sources including climatic change impacts.
- P-7B.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.
- P-7B.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.
- P-7B.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.
- P-7B.15** Through the retention of existing vegetation, the City should protect water quality and prevent erosion.
- P-7B.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.
- P-7B.17** The City should identify and preserve significant public scenic view corridors.
- P-7B.18** The City should encourage identification, preservation, and restoration of sites and structures that have historical or cultural significance.
- P-7B.19** The City should give precedence to long-term environmental impacts and benefits over short-term environmental impacts and benefits.



- P-7B.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.
- P-7B.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.
- P-7B.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.
- P-7B.23** The City should avoid adverse impacts to archaeological sites by following and requiring best management practices for archaeological preservation.
- P-7B.24** The City should publicly recognize the many values provided by trees in an urban setting, identify opportunities to plant trees, and establish a tree management plan.
- P-7B.25** The city should implement an urban tree management program intended to retain and/or restore the overall tree canopy in the city by using plant materials as a unifying element and tool to protect the health, safety and welfare of the public, using the environmental services provided by trees to mitigate the negative effects of impervious surfaces and vehicular traffic such as increased temperatures, airborne particulates, carbon dioxide, noise, and stormwater runoff.
- P-7B.26** Trees should be planted along residential streets, in parking lots, and in other areas as opportunities arise. Trees should be retained whenever possible and maintained using Best Management Practices as appropriate for each tree type.
- P-7B.27** The City should seek strategies and technologies which reduce greenhouse gas (GHG) emissions by city facilities and operations.
- P-7B.28** The City should promote the use of alternative energy, energy conservation technology, and smart energy grid.
- P-7B.29** The City should review all new development for impacts on climate change and adaptation to sea level rise.
- P-7B.30** The City should 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.

## Goal

- G-7C** 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

- P-7C.01** 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.
- P-7C.02** The City should encourage the development and implementation of environmental, historical, and cultural awareness programs which focus on local and regional issues, including climate change impacts and preparedness.

## Goal

- G-7D** 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 and the City's Shoreline Master Program.

## Policies

- P-7D.01** 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.
- P-7D.02** Where possible, riparian vegetation in shoreline areas and on tributary streams, which affect shoreline resources, should be maintained and restored.
- P-7D.03** Where possible, techniques to rehabilitate degraded shorelines for the purpose of shoreline stabilization and habitat enhancement should be employed.
- P-7D.04** Where possible, aquatic habitats including shellfish habitat, and important marine vegetation should be preserved and protected.
- P-7D.05** 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.
- P-7D.06** Where possible, urban service facilities located in shoreline areas should utilize common utility corridors.
- P-7D.07** Adequate shoreline area for water-oriented commercial and industrial development should be designated based on the Land Use Element.
- P-7D.08** 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.





- P-7D.09** Where possible, utility facilities and rights-of-way should be located outside of the shoreline area.
- P-7D.10** Shoreline ecology and resources should be protected when locating utilities in shoreline areas.



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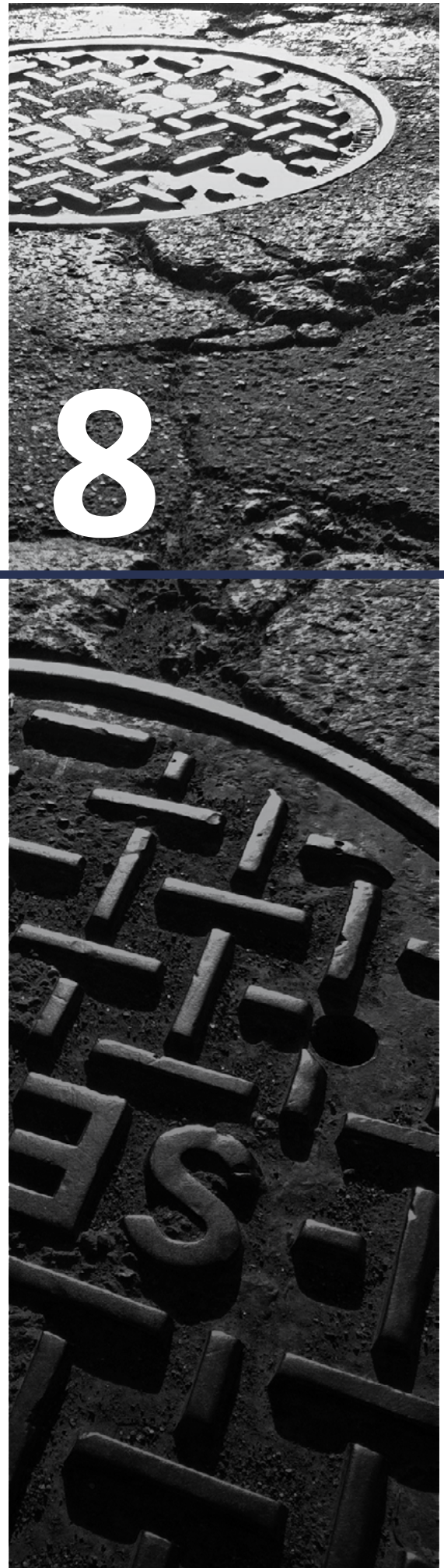
# Capital Facilities

## 8

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
- 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.



## ■ Capital Facilities Goals & Policies

### Goal

- G-8A** 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

- P-8A.01** 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.
- P-8A.02** 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.
- P-8A.03** The City should develop individual comprehensive service and facility plans for the following capital facilities and/or services:
- *Transportation, including streets, and non-motorized (bikeways and pedestrian walkways),*
  - *Water system,*
  - *Sanitary sewer system,*
  - *Electrical system,*
  - *Parks and recreation services, and*
  - *Emergency services (police, fire, and medical response).*
- P-8A.04** The City should cooperate 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.*
- P-8A.05** 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.



- P-8A.06** The comprehensive service and facility plan for streets and non-motorized 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.
- P-8A.07** 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.
- P-8A.08** Each comprehensive service and facility plan should be consistent with the Comprehensive Plan, the County-Wide Planning Policy, and the State Growth Management Act.
- P-8A.09** 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).*
- P-8A.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.*
- P-8A.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.
- P-8A.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).*
- P-8A.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.
- P-8A.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.
- P-8A.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. Permeable materials are preferred for sidewalk construction where feasible.
- P-8A.16** The City should develop and implement an Urban Forestry Program to properly manage street trees, park trees, and forested environmentally sensitive areas located within the City.
- P-8A.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.
- P-8A.18** The City should consider climatic change impacts and adaptation strategies in planning and designing capital facilities.
- P-8A.19** The City should improve aesthetics of the community by removing abandoned infrastructure.

## Goal

- G-8B** To provide urban streets and utilities at minimum levels of service for all city residents and the general public.

## Policies

- P-8B.01** All arterial streets shall function at an average daily Level of Service (LOS) of D or better.
- P-8B.02** Development on all arterial streets and any other streets identified as school walking routes should include pedestrian sidewalks on both sides of the street.
- P-8B.03** 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*

**P-8B.04** 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.

**P-8B.05** 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.

**P-8B.06** The City should not approve any development that increases a site's post-development stormwater run-off beyond that allowed by the Department of Ecology Stormwater Management Manual for Western Washington (SWMMWW 2014) as adopted by the City.

**P-8B.07** 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:

<b>Telephone</b>	
Residential	1 service per unit
Commercial	1 service per business
Industrial	1 service per business
<b>Cable Television</b>	
Residential	1 service per unit
Commercial	0 service per business
Industrial	0 service per business

**P-8B.08** Highways of Statewide Significance (HSS) should function at Level of Service (LOS) D or better, consistent with the Regional Transportation Plan (RTP).

**P-8B.09** The City should develop a Capital Facilities Plan list, with public input, for prioritizing pedestrian walkway needs.

**P-8B.10** The City should seek funding to increase the provision of sidewalks in already developed areas where sidewalks do not occur.

### Goal

**G-8C** To provide urban services at minimum levels of service for all city residents and the general public.





Policies

**P-8C.01** 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
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.

**P-8C.02** 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.

**P-8C.03** 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.

**P-8C.04** 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	Four-minute response time or residential sprinkler system installation



- P-8C.05** 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.
- P-8C.06** 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.
- P-8C.07** The City should consider the cumulative effect of development on the City's need for adequate public service buildings.
- P-8C.08** The City should consider projected climatic change impacts and adaptation strategies to determine whether adequate services can be provided into the future, prior to approving any development.
- P-8C.09** The City should prioritize and support public education and Peninsula College, including initiatives for rebuilding schools.

## Goal

- G-8D** To participate with the County, State, and Federal governments as well as other public agencies to provide adequate regional public services.

## Policies

- P-8D.01** 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.
- P-8D.02** The City should cooperate with the County in planning regional library facilities within the City.
- P-8D.03** The City should cooperate with the County in planning for adequate correctional facilities.
- P-8D.04** 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

- G-8E** 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.



## Policies

- P-8E.01** 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 non-motorized access, sewer, and fire suppression to more nearly reflect the needs of suburban densities and conditions in outlying undeveloped areas of the City and PAUGA.
- P-8E.02** The City should invest in Green Infrastructure, Low Impact Development (LID), and similar technologies to maintain and enhance environmental quality.



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# Economic Development

# 9

The intent of the Economic Development Element is to guide decision-making and investments that diversify and strengthen the local economy. The policies in this element address a variety of subjects - some stand on their own, while others require coordination with other elements of the Comprehensive Plan.

Together, the framework presented in this element provides direction in realizing Port Angeles' long-range vision regarding economic development - including:

- Optimizing the city's relationship with its natural setting
- Supporting safe, attractive and character-rich neighborhoods
- Creating a more dynamic, successful downtown
- Improving Port Angeles' standing as a regional hub for business and Port-related enterprises.



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## ■ Economic Development Goals & Policies

### Goal

- G-9A** 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

- P-9A.01** The City of Port Angeles should remain a major economic center on the North Olympic Peninsula, meeting regional and local needs.
- P-9A.02** The City should promote the retention of employment in all sectors of the local economy.
- P-9A.03** The City should promote long-term economic stability by encouraging businesses and industries to invest in modernization and environmentally sound technology.
- P-9A.04** The City should promote the diversification of the community's economic base by encouraging the location, retention, and expansion of local businesses.
- P-9A.05** 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.
- P-9A.06** 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.
- P-9A.07** The City should develop sufficient utilities, improve traffic circulation, and identify environmental constraints in the airport industrial area in cooperation with other governmental agencies.
- P-9A.08** The City should encourage training and educational opportunities, which strengthen and increase the variety of skills available in the work force.
- P-9A.09** The City should promote the motivation and availability of the community's work force as a major economic development strength.
- P-9A.10** The City should encourage inter-jurisdictional discussion and cooperation with other governmental agencies to foster the economic development of the region.
- P-9A.11** The City should work with other community organizations in developing an effective business assistance program directed toward the commercial business owner.
- P-9A.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.



- P-9A.13** The City should pursue a management agreement with Clallam County as a first step to a partnership for developing the UGA.
- P-9A.14** The City should support continued development of a strong marine related industry in the Port Angeles Harbor.
- P-9A.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.
- P-9A.16** The City should encourage businesses with low carbon footprints.
- P-9A.17** The City should consider projected climatic change impacts and adaptation strategies when encouraging new businesses to establish in Port Angeles.
- P-9A.18** The City should develop an economy which provides opportunities for Port Angeles' vulnerable and at-risk community members.
- P-9A.19** The City should identify bureaucratic obstacles and work to expedite economic development.
- P-9A.20** The City should seek to increase Port Angeles' military presence.
- P-9A.21** The City should invest in training and education for local residents, by providing access to state-of-the-art technology and training opportunities.
- P-9A.22** The City should encourage and incentivize youth entrepreneurship as well as jobs and businesses that attract young families.
- P-9A.23** The City should attract and retain businesses and industries which create family wage jobs for local residents.
- P-9A.24** The City should provide opportunities for civic cooperation. Coordinate with local non-profit and community service organizations to support economic development.
- P-9A.25** The City should prioritize the airport as major economic asset and identify specific incentives to attract commercial services.
- P-9A.26** The City should promote and incentivize local business.
- P-9A.27** The City should support non-profits and associations which enhance local economic development.
- P-9A.28** The City should establish a City Ombudsman to help people and businesses handle complaints, understand and navigate through regulations, and apply for help in coordinating permits and waivers for events, festivals, etc.
- P-9A.29** The City should establish an authority for community events, meetings, trade shows, festivals, etc., to encourage and support them, help find venues, cut through red tape, coordinate volunteer efforts, and publicize them.
- P-9A.30** The City should encourage the location and support for adequate venues for community meetings, shows, music art, hobby and user groups, and professional and business meetings.





- P-9A.31** The City should support the location of low-cost places where people (especially young people) can congregate and talk, and ensure that these have up-to-date communication facilities.
- P-9A.32** The City should recognize art, architecture, music, and performance as important community resources and continue to encourage and support cultural activities.
- P-9A.33** The City should support decorating public spaces with more art from the community.
- P-9A.34** The City should encourage the design of public spaces that encourage people to interact.
- P-9A.35** The City should support the concept and encourage the establishment of Maker's Spaces. (See definition) Public spaces where people make things and collaborate on projects. Spaces are usually equipped with tools, 3-D printers, computers, design software, art and craft tools and supplies.

## Goal

- G-9B** 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

- P-9B.01** The City should promote the region's high quality environment and available natural and cultural resources as factors in attracting and retaining business, industry, and individual enterprises.
- P-9B.02** 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.
- P-9B.03** 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.
- P-9B.04** 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.
- P-9B.05** The City should encourage the availability of housing that meets the needs of the entire spectrum of the community's residents.
- P-9B.06** The City should recognize, preserve and promote its historic and cultural properties as a measure of its quality of life.
- P-9B.07** The City should support landscaping and detailing of the streetscape at the City's east and west entries.



- P-9B.08** The City should utilize the Climatic Change Preparedness Plan in attracting businesses, to demonstrate a proactive approach to climatic change in the area.
- P-9B.09** The City should encourage and pursue economic development with positive environmental consequences, including non-polluting industries and eco-friendly business.

## Goal

- G-9C** To create and promote a strong tourism industry for Port Angeles, as well as to recognize and support existing and prospective tourism attractions.

## Policies

- P-9C.01** The City should support improved access to the Olympic National Park, particularly to Hurricane Ridge.
- P-9C.02** The City should work to enhance the public use of Ediz Hook.
- P-9C.03** The City should take a leading role in enhancing visitors' first impression of the community by maintaining and upgrading the City's public facilities, green infrastructure, and strengthen the nuisance abatement program.
- P-9C.04** The City should support development of an electric vehicle (EV) charging station network and EV maintenance facilities around the Olympic Peninsula.
- P-9C.05** The City should support tourism and recreation activities which highlights Port Angeles' natural, cultural and historical amenities.

## Goal

- G-9D** To strengthen and enhance the restoration and reinvigoration of our downtown historic buildings, infrastructure improvements, and beautification projects.

## Policies

- P-9D.01** The City should consider best available science on sea level rise and recommended mitigation and adaptation strategies in the development of downtown.



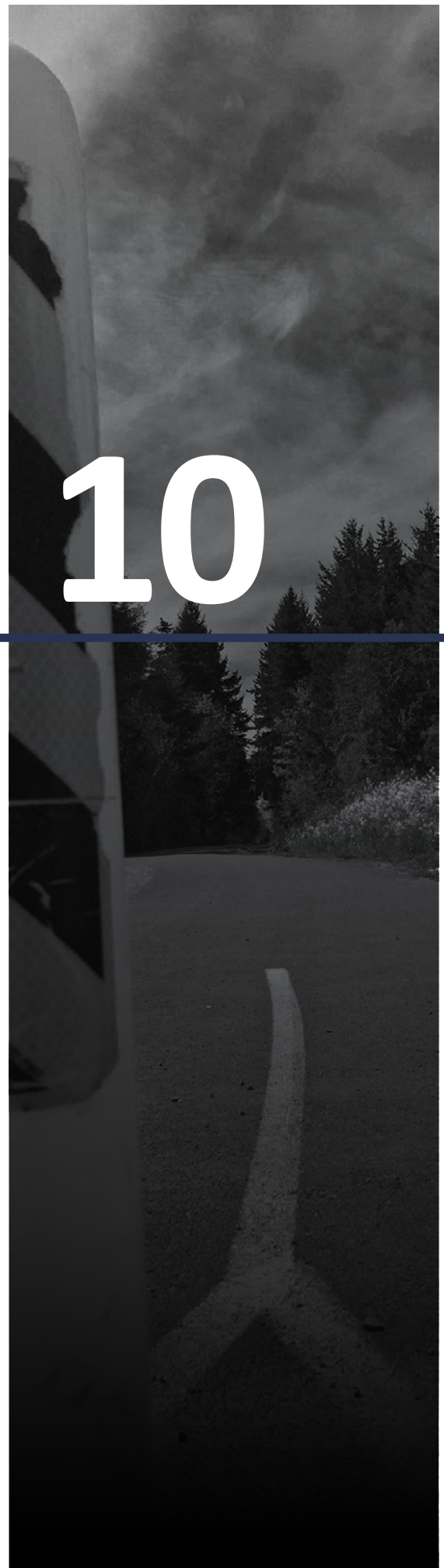
# Parks & Recreation

# 10

The intent of the Park Element is to provide a guide for the development and management of City parks in Port Angeles. The goal and policy framework that follow provide direction in realizing Port Angeles' vision regarding parks and recreation - including:

- Optimizing the city's relationship with its remarkable natural setting
- Supporting a wide range of recreational opportunities available to all
- Creating vibrant, well-valued neighborhoods with access to parks, trails and natural areas
- Sustaining Port Angeles' rich arts and cultural heritage and overall sense of community.

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.



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## ■ Parks & Recreation Goals & Policies

### Goal

- G-10A** To acquire, develop, renovate and maintain a system of parks, recreational facilities, and open spaces to ensure that the contributions of natural resources and recreation to human well-being are maintained and recognized as a value.

### Policies

- P-10A.01** The City of Port Angeles should provide its citizens with a diversity of open spaces, parks, and recreation facilities and programs appropriately distributed throughout the City.
- P-10A.02** The City should strive to ensure that equality is achieved to the extent possible in the types and variety of facilities, quality of maintenance, and the range of recreation services provided.
- P-10A.03** The City should strive to retain and reflect the natural beauty that attracts visitors, business, and residents to the area.
- P-10A.04** The City should continue to forge effective partnerships and strengthen its ties with other public, private, and non-profit providers.
- P-10A.05** The City should identify waterfront improvements to increase marine transportation and recreation.
- P-10A.06** The City should identify appropriate locations for small (pocket) parks, community gardens and food forests throughout the community and integrate them into its Parks system.
- P-10A.07** The City should investigate acquisition of the Rayonier property at Harbor Crest cul-de-sac as park to serve as pedestrian access to waterfront trail.

### Goal

- G-10B** 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

- P-10B.01** The City should provide consistently high quality recreational experiences to residents and visitors through a wide variety of park types and features.
- P-10B.02** 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.
- P-10B.03** The City should keep citizens involved and informed about parks and recreation issues and services.



- P-10B.04** The City should manage park facilities in a manner that will ensure public safety, keep the parks free of misuse to the greatest extent possible and result in a sustainable and resilient park system.
- P-10B.05** 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.
- P-10B.06** The City should incorporate health and nutrition into parks and recreation programming.
- P-10B.07** The City should enhance its parks and recreation system's safety, variety and accessibility, and identify family friendly features and amenities.

## Goal

- G-10C** To establish and protect a visual character of the community through open spaces, streetscapes, borrowed landscapes, and publicly-owned natural resource areas.

## Policies

- P-10C.01** The City should strive to protect and retain the natural beauty of the area.
- P-10C.02** The City should supplement and enhance the visual attractiveness of the city through the use of formal landscaping in street medians, city entryways, and along sidewalks, as well as the use of other public spaces, flower beds, and street trees. The City will emphasize use of planter strips with drought tolerant vegetation and bio-retention facilities.

## Goal

- G-10D** 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

- P-10D.01** 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.
- P-10D.02** The City should 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

- G-10E** 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

- P-10E.01** The City should continue to provide or participate with private sponsors to provide high quality recreational opportunities.
- P-10E.02** To encourage efficient transportation systems, the City should support the use of shuttle services during events to move participants between venues.

## Goal

- G-10F** To provide a system of walking trails and bicycle paths to complement and coordinate with the existing street system and provide recreational opportunities and physical activity while reducing the dependence on traditional automobile transportation.

## Policies

- O-10F.01** 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.
- O-10F.02** 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.



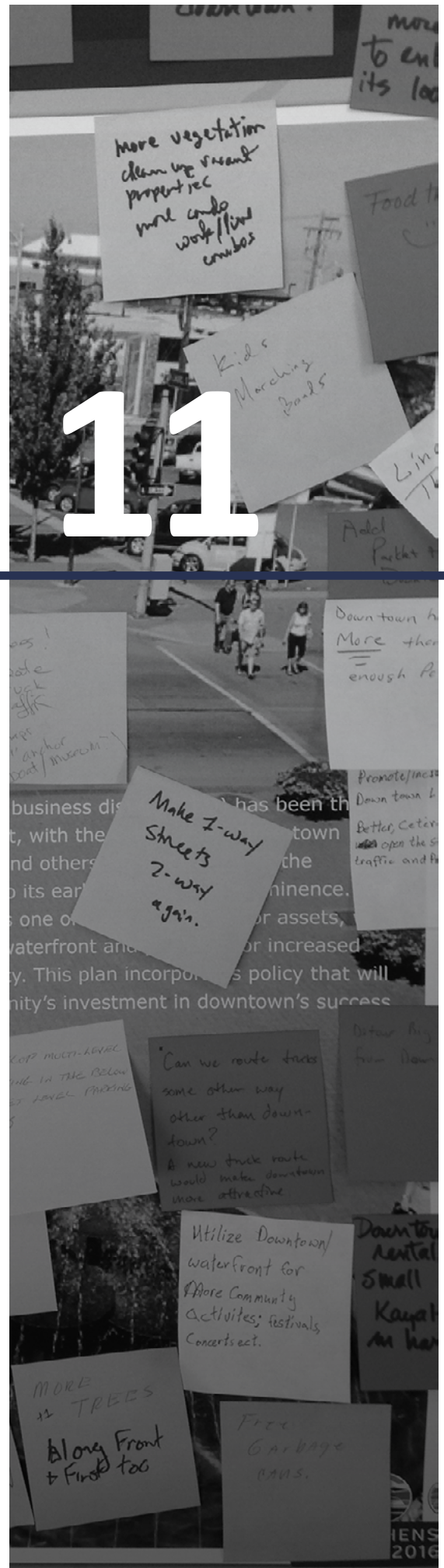
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# Implementation

The following pages (Table 11.01) list a series of objectives supporting the goals and policies contained in this plan's elements, showcasing a range of actions identified to implement the community's long-range vision. These objectives constitute a part of the corresponding elements. It is provided to help City staff and leadership track progress, coordinate and combine various actions where it makes sense to do so, and to help guide budgeting of work and improvements in a more realistic, strategic fashion. As with the rest of the plan, this table represents the input, expressed priorities and values of the community and its leadership.

Each listing includes columns identifying the anticipated timing of that action, as well as those primary agencies likely to be involved. These columns in no way obligate the City or identified partners to act or participate according to the timeframes described - rather, the table offers a means for the community to see, at a glance, its stated objectives in context of an intended timeframe.



11

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**Table 11.01 – Objectives**

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
<b>Growth Management Act</b>									
O-2.01	Periodically update the City’s comprehensive plan as required by Washington State’s Growth Management Act (GMA).	■	■	■	●				
O-2.02	Review and update the City’s Buildable Lands Inventory on a biannual basis, helping inform land use decision-making.	■	■	■	●				
O-2.03	Acquire no-protest annexation agreements for all utility connections occurring in the Port Angeles Urban Growth Area (PAUGA).	■	■	■	●	●			
O-2.04	Recommend expansion of the southwestern Urban Growth Area (UGA) 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 UGA boundary, and on the south by a line parallel to Old Joe Road right-of-way extended west to the UGA boundary. Also to be included are parcels 063017230050 and 063018120210.	■			●	●			
<b>Land Use</b>									
O-3.01	Review and revise City development regulations for consistency with each major update of the Comprehensive Plan.	■	■	■	●				
O-3.02	Continue to develop programs encouraging the use of downtown for community events, gatherings, displays, and public markets..	■			●				Downtown Assn.; Farmers Market
O-3.03	Research and develop a program for consideration addressing approaches to open space preservation, including: <ul style="list-style-type: none"> <li>▪ Land banking</li> <li>▪ Transfer of Development Rights (TDR)</li> <li>▪ Purchase of Development Rights (PDR).</li> </ul>		■		●				North Olympic Land Trust

**Abbreviations:** COPA = City of Port Angeles; CLC = Clallam County; POPA = Port of Port Angeles; LEKT = Lower Elwha Klallam Tribe; WSDOT - Washington State Department of Transportation; WA DAHP = Washington State Department of Archeology and Historic Preservation; WA DOE = Washington State Department of Ecology



**Table 11.01 – Objectives**

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
O-3.04	Review and update the City's Urban Services Standards and Guidelines to provide for development of low-impact trails in designated open spaces, including permeable materials where feasible.		■		●				
<b>Transportation</b>									
O-4.01	Design and develop the following segments of the Olympic Discovery Trail: <ul style="list-style-type: none"> <li>Marine Drive to 10th Street</li> <li>City Pier along Railroad Avenue to Laurel Street</li> <li>Other segments as funding and opportunity provide, coordinated with the City's park, street and trail systems.</li> </ul>	■	■	■	●		●	●	Peninsula Trails Coalition
O-4.02	Identify funding and implementation strategies for the Valley Creek Loop Trail, connecting the Valley and Peabody Creek corridors with the Foothills Trail system.		■		●	●			Washington State Parks
O-4.03	Review and update the City's Urban Services Standards and Guidelines, including direction for transportation facility improvements that: <ul style="list-style-type: none"> <li>Include including bike path development and maintenance, signage, and storage</li> <li>Assess cost/benefits of bicycle-friendly infrastructure.</li> </ul>		■		●				Clallam Transit
O-4.04	Review and update the City's Urban Services Standards and Guidelines, encouraging public streetscape improvements including: <ul style="list-style-type: none"> <li>Street trees</li> <li>Art and creative community-oriented beautification efforts</li> <li>Pedestrian and bicycle amenities</li> <li>Sidewalks on both sides of streets.</li> </ul>		■		●				
O-4.05	Review and update the City's Urban Services Standards and Guidelines, helping: <ul style="list-style-type: none"> <li>Promote joint access and maintenance of driveways</li> <li>Balance the needs for traffic movement and access to properties immediately adjacent to secondary and primary arterials.</li> </ul>		■		●				

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**Table 11.01 – Objectives**

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
O-4.06	Develop a "Complete Streets" program for Port Angeles, helping identified travelways accommodate all modes of transportation as appropriate for the needs and conditions of each neighborhood or district.	■			●				
O-4.07	Prepare a study evaluating options for easterly access across Whites and Ennis Creeks in the vicinity of Golf Course Road.		■	■	●				WSDOT
O-4.08	In coordination with the County, RTPO and state and federal agencies, study a future US 101 corridor alignment including evaluation of the Heart of the Hills Parkway and Coastal Corridor concepts. <i>(Route along Lauridsen Boulevard east of Race Street will not be considered.)</i>			■	●	●			WSDOT; Clallam Transit
O-4.09	Plan and integrate the following into the Capital Facilities Plan: <ul style="list-style-type: none"> <li>Multi-modal street improvements along Edgewood Drive (south side of the airport), Lauridsen Boulevard, Airport Road (west side of the airport), and along Milwaukee Drive to Lower Elwha Road.</li> </ul>	■			●				
<b>Housing</b>									
O-6.01	Identify appropriate areas of the city for higher-density housing, converting low-density residential areas into medium and high-density designations.		■		●				
O-6.02	Evaluate revisions to height limitations in all commercial, medium, and high-density zones, helping accommodate increased residential densities without impacting viewsheds.		■		●				
<b>Conservation</b>									
O-7.01	Review and update the City's Façade Improvement Program to encourage participation in streetscape beautification projects and enhancements along entryway corridors.		■		●				

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**Table 11.01 – Objectives**

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
O-7.02	Develop and maintain an archaeological database, allowing for review and monitoring of ground-disturbing activities. The database should include: <ul style="list-style-type: none"> <li>▪ <i>Known archaeological and historical sites</i></li> <li>▪ <i>A predictive model prescribing areas of high, medium and low archaeological site potential</i></li> <li>▪ <i>A waterfront archaeological overlay</i></li> </ul>	■	■	■	●	●		●	WA DAHP
O-7.03	Review and update the City's Urban Services Standards and Guidelines, including requirements for development to provide: <ul style="list-style-type: none"> <li>▪ <i>Dispersion, infiltration and/or retention facilities necessary to protect water quality and provide flood protection and flow control</i></li> <li>▪ <i>LID techniques and BMPs where feasible</i></li> <li>▪ <i>Permeable paving materials for all sidewalks where feasible.</i></li> </ul>	■	■	■	●				
O-7.04	Identify and inventory “habitats of local importance” areas, helping ensure wildlife corridors are not severed.		■		●	●			WA DOE
O-7.05	Develop and maintain an inventory of wetland delineations completed as part of land use permitting.	■			●	●			
O-7.06	Develop and periodically update a stormwater management plan consistent with NPDES Phase II permit requirements.	■	■	■	●				WA DOE
O-7.07	Review and update the City's Urban Services Standards and Guidelines, including measures to coordinate new development with the protection of: <ul style="list-style-type: none"> <li>▪ <i>Scenic resources</i></li> <li>▪ <i>Environmentally-sensitive areas.</i></li> </ul>		■		●				
O-7.08	Develop and adopt regulations supporting the preservation of identified, historically-significant buildings and sites.	■			●			●	WA DAHP

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**Table 11.01 – Objectives**

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
O-7.09	Develop and adopt a tree management program including: <ul style="list-style-type: none"> <li>▪ <i>Tree density targets</i></li> <li>▪ <i>Urban forest management procedures and guidelines.</i></li> </ul>			■	●				
O-7.10	Update the City's Shoreline Master Program by 2024.			■	●				
<b>Capital Facilities</b>									
O-8.01	Update the City's Capital Facilities Plan on an annual basis.	■	■	■	●				
O-8.02	Develop and implement a schedule for preparation and adoption of all City service and facilities plans, coordinated with the Comprehensive Plan.	■			●				
O-8.04	Establish review procedures for capital facilities plan projects, ensuring projects address: <ul style="list-style-type: none"> <li>▪ <i>Endangered Species Act requirements</i></li> <li>▪ <i>Climate change adaptability</i></li> <li>▪ <i>PAUGA impacts</i></li> <li>▪ <i>Established levels of service.</i></li> </ul>		■		●	●			WA DOE
<b>Economic Development</b>									
O-9.01	Negotiate a vegetation easement with the Port of Port Angeles, providing long-term resolution to concerns regarding trees at Lincoln Park.	■			●		●		
O-9.02	Develop policy encouraging the creation of new tourism events, enhancing tourism during the limited value season.	■			●	●	●	●	Downtown Assn.
O-9.03	Review and update the City's Urban Services Standards and Guidelines, including: <ul style="list-style-type: none"> <li>▪ <i>Street and parking lot tree plantings</i></li> <li>▪ <i>Use of appropriate vegetation in planter strips and bio-retention facilities.</i></li> </ul>		■		●				

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**Table 11.01 – Objectives**

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
O-9.04	The City will support the implementation of the Mount Angeles View Project including a new Boys and Girls Club, recognizing that the overall project results in affordable housing and child care for the local workforce.	■	■		●	●			Peninsula Housing Authority
O-9.05	The City will continue to make improvements as part of the Waterfront Development Plan while providing support to abutting investments made by the Port Angeles Waterfront Center (Performing Arts Center) and Ferio Marine Life Center.	■	■		●				Peninsula College Foundation NOAA Foundation
O-9.06	The City will work with Clallam County to ensure enhancements to William Shore Memorial Pool continue to provide benefits to the Port Angeles community.	■	■			●			William Shore Pool District

**Abbreviations:** COPA = City of Port Angeles; CLC = Clallam County; POPA = Port of Port Angeles; LEKT = Lower Elwha Klallam Tribe; WSDOT - Washington State Department of Transportation; WA DAHP = Washington State Department of Archeology and Historic Preservation; WA DOE = Washington State Department of Ecology







