

ORDINANCE NO. _____

AN ORDINANCE of the City of Port Angeles, Washington, amending Ordinance 2818 as amended and the Comprehensive Plan by adding new policies and objectives to the Land Use Element, the Transportation Element, the Conservation Element, and the Capital Facilities Element to support specific land use decisions, particularly in the Harbor Planning Area, and by making two Land Use Map changes along the harbor shoreline and in the Port Angeles downtown area.

WHEREAS, the City of Port Angeles adopted its present Comprehensive Plan on June 28, 1994, by Ordinance 2818; and

WHEREAS, the City has established a process for amending the Comprehensive Plan by Ordinance 2858 and Chapter 18.04 of the Port Angeles Municipal Code; and

WHEREAS, SEPA review of the proposed amendments was completed on May 22, 2002; and

WHEREAS, the City Council has held a public hearing, has considered the Planning Commission's recommendations, and has entered its findings and conclusions addressing elements set forth in PAMC 18.04.060 and in support of adopting the proposed 2002 Comprehensive Plan amendment; and

WHEREAS, the proposed 2002 Comprehensive Plan amendment has been determined to be consistent with the Port Angeles Comprehensive Plan, the Clallam County-Wide Planning Policy, the Growth Management Act, and the public health, safety, and welfare;

WHEREAS, the State Legislature has mandated a comprehensive review of City and County Comprehensive Plans adopted under the Growth Management Act, and the State Office of Community Development provided the City of Port Angeles grant funds to update the City's Comprehensive Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PORT ANGELES

DOES HEREBY ORDAIN as follows:

Section 1. Ordinance 2818 as amended and the Comprehensive Plan Land Use Map are hereby amended by extending the commercial land use designation west from the downtown to include the area roughly bounded by Marine Drive on the north, Cedar Street on the west, and the 2/3 alley on the south, as set forth in the revised maps attached hereto as Exhibit “A” and Exhibit “C”.

Section 2. Ordinance 2818 and the Comprehensive Plan Land Use Map are hereby amended by properly relocating the commercial land use designation of an area roughly forty-five acres in size, including portions of Outlots 5, 6, and 7 on Ediz Hook and including uplands south of the Ediz Hook Road and adjacent tidelands and submerged lands, as set forth in the revised maps attached hereto as Exhibit “B” and Exhibit “C”.

Section 3. Ordinance 2818 as amended and the Comprehensive Plan are hereby amended by amending the Commercial Policies and Objectives section of the Land Use Element to read as follows:

V. LAND-USE ELEMENTS

General Comments

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

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

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

Low Density Residential (Up to 9 Units per Net 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 9 units per net acre. The high majority of residentially designated property in the City will be of this designation. It is intended for the development of single family homes. It also allows for the development of duplexes and planned residential developments in accordance with the underlying zoning.

Medium Density Residential (Up to 15 Units per Net Acre)

The primary intent of this designation is for the development of multiple residential unit projects including but not limited to duplexes, townhomes, condominiums, apartments and planned residential developments at a density up to 15 units per net acre.

High Density Residential (Up to 43 Units per Net Acre)

The primary intent of this designation is for development at a density up to 43 units per net acre and is intended for areas where a higher concentration of residents is compatible with the surrounding area and uses. Condominiums, apartments, and planned residential developments are the types of building designs appropriate for this category.

Commercial

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

Industrial

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

Open Space

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

Land Use Map Goal, Policies, and Objective

Goal

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

Policies

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

Objective

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

Residential Goals and Policies

Goal

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

Policies

1. Urban services shall be available for all residential areas as required by the Capital Facilities Element concurrency policy.
2. Single family lots should be of reasonable shape and should have access provided by an alley or by a local access street or a collector arterial.
3. 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. For efficient circulation, rights-of-way should be obtained and improvements made to further the grid street pattern of the City. Cul-de-sacs may be permitted when designed as an integral part of the major grid street pattern of the City.
4. All residential developments should be encouraged to preserve and capitalize on existing unusual, unique, and interesting natural, historic, archaeological,

and/or cultural features, should preserve and utilize natural vegetation, should utilize and preserve scenic views, should maximize southern exposures and solar efficiency, should offer protection from prevailing winds, and should be designed to minimize energy use.

5. Planned Unit Development and Planned Residential Development techniques should emphasize the overall density of the development rather than individual lots or dwelling units.

Goal

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

Policies

1. Residential land should be developed on the district and neighborhood concept. Although such districts may be composed primarily of residential uses of a uniform density, a healthy, viable district should be composed of residential uses of varying densities which may be augmented by subordinate and compatible uses. Single family and multi-family homes, parks and open-spaces, schools, churches, 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.
2. Medium and high density housing should be located in areas of the community most suitable for such uses, based on existing services, public facilities, and transportation.
3. Medium and high density housing should be served by arterial streets of sufficient size in order to satisfy traffic demand and to lessen neighborhood traffic congestion.
4. Medium and high density housing could be a transitional use between different land uses, provided such other uses would not adversely impact the residential nature of the housing.
5. Medium and high density housing policies should apply to mobile home parks.
6. Manufactured homes that meet current state regulations should be treated as any other housing for land use purposes.

Commercial Goals and Policies

Goal

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

Policies

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

Objectives

1. The City will work with the Lower Elwha Klallam Tribe to develop a cultural center and marina for large pleasure boats located in Port Angeles Harbor.
2. The City will develop an Ediz Hook master plan that designates land uses, improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses.

Goal

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

Policies

1. Urban services shall be available for all commercial areas as required by the Capital Facilities Element concurrency policy.
2. New commercial developments should occur only where urban services are adequate to accommodate them. These developments should follow a cluster configuration rather than a strip pattern.

3. Commercial development should buffer its impacts on adjacent residential uses. Where commercial development is adjacent to residential uses, the commercial development should incorporate elements in the site design to soften the impacts on the residential uses.
4. Service access should be distinct from parking areas and separated from pedestrian areas wherever and whenever possible to accommodate pedestrian and vehicular traffic.
5. Commercial development outside the Highway 101 corridor should not be in a strip pattern.
6. New Comprehensive Plan commercial area designations should not be located along the alternate local crosstown route or the crosstown truck route.
7. District shopping areas should be located at the intersections of arterial streets of sufficient size to satisfy traffic demand and at the boundaries of neighborhoods so that more than one neighborhood may be served.
8. District shopping area uses should be allowed 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 district or increase traffic congestion within residential neighborhoods..

Goal

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

Policies

1. Commercial development in the traditional downtown should reemphasize its waterfront location and historic heritage, should be oriented to pedestrians and tourists, and should provide maximum enjoyment of the environment and public amenities as well as protection from adverse weather conditions.
2. The City should continue to promote improvements to the traditional downtown area, through beautification projects and in cooperation with downtown business merchants.
3. Residential uses should be encouraged for the downtown area as part of a mixed-use development concept.
4. The City should work with the Port Angeles Downtown Association to develop urban design review guidelines that facilitate architectural elements/features

which should encourage complimentary and aesthetically pleasing new development in the Central Business District (CBD).

Objectives

1. The City will assist the Chamber of Commerce and the Port Angeles Downtown Association in developing an historic underground walking tour activity focused on Laurel Street.
2. The City will assist the Chamber of Commerce and the Port Angeles Downtown Association in developing a waterfront promenade along the Downtown waterfront.
3. The City will encourage community events such as holiday ceremonies, town gatherings, arts and crafts displays, and special business activities such as a Farmers' Market during the tourist season, particularly in the Downtown area and on Laurel Street.
4. The City will ~~develop~~ consider various parking options including the construction of a parking structure and the purchase of surface parking lot(s) to mitigate parking impacts from the Gateway Project to achieve no net loss of parking for customer parking, City permit parking, and long term parking.

Industrial Goals and Policies

Goal

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

Policies

1. The City should promote a cooperative intergovernmental plan for comprehensive development of industrial infrastructure and amenities to attract and support light and heavy industry.
2. Office and commercial uses may be allowed in specific designated industrial areas.
3. The William R. Fairchild International Airport should be considered an essential public facility as referenced in Appendix B (Clallam County-Wide Planning Process).

Section 4.

INDUSTRIAL POLICIES AND OBJECTIVES

Goals

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

Policies

1. Urban services shall be available for all industrial areas as required by the Capital Facilities Element concurrency policy.
2. Infrastructure which makes sites attractive and ready to develop, including transportation facilities and utilities, should be available at industrial parks. Industrial development should be encouraged to follow industrial park design concepts.
3. Industrial areas should buffer their impact to mitigate nuisance and hazardous characteristics such as noise, particulate matter in the air, water or odor pollution, or objectionable visual material.
4. Industrial activity should be located in two major areas: adjacent to the harbor and around the airport.
5. Because they are hazardous to the community and detrimental to the general environment of the area petroleum refineries, liquified natural gas and liquified petroleum gas facilities, energy facilities, energy plants and their associated facilities and associated transmission facilities, as defined in Chapter 80.50 RCW, should not be permitted outside the heavy industrial use area and without conditional use review.
6. The City should discourage the siting of incompatible uses adjacent to the William R. Fairchild International Airport recognizing the need to coordinate airport related uses and other existing land uses that are already established in the vicinity.

Objectives

1. The City will develop an industrial marine (IM) zone for shoreline uses similar to the upland industrial park (IP) zone which allows for mixed commercial and industrial uses.
2. The City will establish a Harbor Study committee comprised of private and public stakeholders in harbor uses and activities to review and revise the Harbor

Resource Management Plan, considering changes that have occurred in the past 12 years and visions that now seem possible.

Section 5.

Open Space Goals, Policies, and Objectives

Goal

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

Policies

1. The City should further public interest by designating open spaces to preserve unique or major physical features, such as marine shorelines, bluffs, ravines, streams, wetlands, wildlife habitat and other environmentally sensitive areas deemed of significant importance to the community.
2. The City shall limit the use of and access to such natural areas to only that which does not degrade the significance of the area and which protects the rights of property owners.
3. Wooded areas serve a functional purpose in climate, noise, light, habitat, and pollution control and should be preserved as part of the urban landscape.
4. The City shall discourage intensive recreational uses and impervious surfaces in sensitive open space areas.

Objectives

1. The City will develop a program of land banking, transfer of development rights, or other innovative techniques which preserve open spaces.

Goal

- J. 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 impact.

Policies

1. The City shall include all City-owned parks in its designated open spaces and establish development standards that discourage conversion of open spaces.

2. Development and planning of parks and recreational facilities should follow a comprehensive service and facility plan consistent with the Capital Facilities Element.
3. Public parks and recreational facilities should be equitably distributed throughout the City to afford access to all residents.
4. Every effort should be made to consolidate and utilize land donated for public use which provides common open space, public buildings, parks, and recreational opportunities.
5. The City should preserve and maintain unique or major physical features contained within the boundaries of City parks and recreational areas for access and enjoyment by residents of the community.
6. The City should cooperate with the County and other jurisdictions in planning, funding, constructing, and managing multi-purpose recreation and transportation trails which link together various areas of the City, the Urban Growth Area, and other areas of the County and region.

Objectives

1. The City will establish standards for development of trails which minimize the impact on designated open spaces.
2. The City will review new development for covered areas or wind screens to allow greater use of outdoor facilities and public spaces during inclement weather.
3. The City will support development of a public golf course.
4. The City will develop an Ediz Hook master plan that designates land uses, improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses.

Section 6. Ordinance 2818 as amended and the Comprehensive Plan are hereby amended by amending the Policies and Objectives section of the Transportation Element to read as follows:

VI. TRANSPORTATION ELEMENT

General Comments

The intent of the Transportation Element is to define in a comprehensive manner how traffic is to be routed from one portion of the community to another in the most efficient, economical, and compatible manner. The City's Circulation Plan in accordance with the Statewide National Functional Classification System identifies the City's principal arterial streets, minor arterial streets, and collectors with the remaining streets classified as locals (See Figure 11).

Goals, Policies, and Objectives

Goal

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

Policies

1. Pedestrian and bicycle paths, bike racks, storage facilities, drinking fountains, and benches should be an integral part of the circulation system.
2. The safety of non-motorized modes of transportation should be a primary consideration in the circulation system. Adequate sidewalks, crosswalks, bikeways, and handicapped access should be provided.
3. The collector arterial streets and local access streets should serve primarily local traffic with special emphasis on safety for pedestrian traffic.
4. A multimodal transportation center should be located in or near the downtown core and public transportation system.
5. The City should consider securing rights to the use of air space where it may be valuable to the community.
6. Planning for transportation services and facilities (including public streets, bikeways, pedestrian walkways, and public and private air, marine and land transit services and facilities) shall be performed consistent with the goals and policies of the Capital Facilities Element.

Objectives

1. The City will be an active partner in the development of the Olympic Discovery Trail which passes through and along key parts of its park, street, pedestrian, and nonmotorized transportation systems and facilities. The City's Circulation Plan acknowledges that such a regional trail system serves many functions.

2. The City will work with the property owner to assure completion of the Waterfront Trail through the former Rayonier Mill site.
3. The City will incorporate bicycle friendly amenities including bike path development and maintenance, signage, and storage into new transportation facility improvements.
4. The City will encourage public streetscape improvements such as street trees, seasonal displays, and pedestrian amenities through a comprehensive development and maintenance plan.

Goal

- B. To improve circulation patterns across and within the community.

Policies

1. Traffic flow modifications such as signalization, signing, parking restrictions, channelization, and one-way couplets should be made before physical alterations are made to existing streets.
2. The City should divert crosstown truck traffic around the downtown area.
3. The City should facilitate the development of a crosstown truck route with improvements which provide full access to Highway 117 to and from Highway 101 and improvements to the Lauridsen Boulevard Bridge over Peabody Creek and the intersections of Lauridsen Boulevard at Race Street and Highway 101.
4. The City should facilitate an additional route for local crosstown traffic along Lauridsen Boulevard across White's Creek ultimately connecting with Highway 101.
5. In association with these two proposed crosstown routes the City should require adequate mitigation measures to reduce any negative impacts on existing land uses, including buffer areas, pedestrian sidewalks and crossings, bikeways, and reduced speeds.
6. The City should facilitate the development of an alternate local crosstown route with improvements which provide full access at Highway 101 and Highway 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.
7. Alternate local crosstown route and crosstown truck route improvements should be given a high priority in capital facility planning.

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

Objectives

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

7. The City will coordinate with the County, RTPO, and State and Federal agencies in the study of a possible future US 101 corridor including the Heart of the Hills Parkway and Coastal Corridor concepts. East of Race Street, the alternate local crosstown route (along Lauridsen Boulevard) will not be considered as a future US 101 corridor.
8. The City will implement street improvements planned to provide access to and improve circulation around the south side of the airport along Lauridsen Boulevard and Airport Road and the west side of the airport along Milwaukee Drive to Lower Elwha Road.
9. The City will establish a task force to develop a City-wide bikeway master plan.
10. The City will update transportation policies to refocus circulation patterns, street improvements, essential state highways, truck routing, and traffic controls throughout the City.

Section 7. Ordinance 2818 as amended and the Comprehensive Plan are hereby amended by amending the Policies and Objectives section of the Capital Facilities Element to read as follows:

IX. CONSERVATION ELEMENT

General Comments

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

Goals, Policies, and Objectives

Goal

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

Policies

1. The City should require all development, including the location and design of all structures and open space areas, to be compatible with the unique physical features and natural amenities of the land and complement the environment in which it is placed, while recognizing the rights of private ownership.

2. The City should promote compatibility between the land and its use by regulating the intensity of the land use.
3. The City should adopt development criteria which promote the use of innovative design techniques to provide for the use of the land in a manner compatible with any unique physical features or valuable natural, historical, and/or cultural amenities.

Goal

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

Policies

1. The City should further the public interest by protecting and enhancing the area's unique physical features, valuable natural historical, archaeological, and cultural amenities, and the overall environment, while recognizing the rights of private ownership.
2. The City should maintain and preserve its unique physical features and natural amenities, such as creeks, streams, lakes, ponds, wetlands, ravines, bluffs, shorelines, and fish and wildlife habitats.
3. The City should protect and enhance the characteristics of its unique residential neighborhoods.
4. Building density should decrease as natural constraints increase.
5. The City shall establish minimum standards for development of properties which contain or adjoin critical areas for the purpose of protecting such areas and enhancing their natural functions.
6. The City should regulate site design, preparation, and development to avoid or minimize damage to wetlands and other environmentally sensitive areas.
7. Recognizing the functions and values of wetlands, the City should strive to achieve no net loss of wetlands.
8. The City should preserve uniquely featured lands which still exist in their natural states and which are notable for their aesthetic, scenic, historic, or ecological features and should prohibit any private or public development which would destroy such qualities, while recognizing the rights of private ownership.
9. The City should promote public access to the shoreline, while preserving a healthy shoreline environment.

10. The City should enhance and preserve the quality of its air and water as two of its unique physical features.
11. The City should protect its air and water quality by minimizing potential new pollution from new and existing sources.
12. The City shall develop and implement a plan to improve water quality which includes measures to reduce and minimize stormwater pollutants and combined sewer overflow pollutant discharges.
13. The City should use regionally consistent requirements for industrial and commercial sewer discharge pretreatment and require new indirect dischargers to locate where appropriate sewer service can be made available.
14. The City should maintain and enhance the quality of water resources through the regulation of clearing, grading, dumping, discharging, and draining and the provision of flood and erosion control measures and regulations to protect wetlands and other environmentally sensitive areas.
15. Through the retention of existing vegetation, the City should protect water quality and prevent erosion.
16. The City should designate open space areas to preserve major or unique physical features and/or to serve as natural greenbelts and wildlife corridors.
17. The City should identify and preserve significant public scenic view corridors.
18. The City should encourage identification, preservation, and restoration of sites and structures that have historical or cultural significance.
19. The City should give precedence to long-term environmental impacts and benefits over short-term environmental impacts and benefits.
20. The City should promote and utilize environment enhancing conservation practices such as waste recycling and energy conservation and should encourage the development and use of alternative forms of energy and transportation.
21. The City should coordinate its environmental regulations with County, State, and Federal regulations to simplify the permitting process and to reduce associated costs to the land user.

Objectives

1. The City will work closely with State agencies on further development of regulations and coordinated enforcement of air quality standards.

2. The City will adopt and enforce adequate regulations designed to maintain and enhance water quality.
3. The City will identify and implement site specific requirements for individual development proposals to mitigate any negative impacts created by the development, particularly to an area identified as an environmentally sensitive area.
4. The City will adopt and enforce regulations which require all new development to provide adequate stormwater retention/detention facilities necessary to protect water quality.
5. The City will complete an inventory and identification of areas identified as Habitats of Local Importance to assure that important habitat connections are not severed.
6. The City will complete an inventory and identification of wetlands.
7. The City will encourage clustering of residential development where necessary to protect environmentally sensitive areas, or to avoid hazardous areas, or to preserve open space areas.
8. The City will develop a stormwater management Plan.
9. The City will develop guidelines to evaluate new development that occurs near scenic resources.
10. The City will establish regulations that allow the preservation of identified historically significant buildings/sites.
11. The City will participate in various watershed planning and salmon recovery efforts. The City will incorporate appropriate measures for the protection of habitat for listed or threatened species under the Federal Endangered Species Act when providing public services and administering land use and development regulations.

Goal

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

Policies

1. The City should inform the public concerning the long-term benefits of protecting and improving the quality of the region's air, land, and water.

2. The City should encourage the development and implementation of environmental, historical, and cultural awareness programs which focus on local and regional issues.

Goal

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

Policies

1. Shoreline areas should be preserved for future generations by restricting or prohibiting development that would interfere with the shoreline ecology or irretrievably damage shoreline resources.
2. Where possible, riparian vegetation in shoreline areas and on tributary streams which affect shoreline resources should be maintained and restored.
3. Where possible, techniques to rehabilitate degraded shorelines for the purpose of shoreline stabilization and habitat enhancement should be employed.
4. Where possible, aquatic habitats including shellfish habitat, and important marine vegetation should be preserved and protected.
5. Development patterns and densities on lands adjacent to shorelines should be compatible with shoreline uses and resources and reinforce the policies of the Shoreline Management Act and the City's Shoreline Master Program.
6. Where possible, urban service facilities located in shoreline areas should utilize common utility corridors.
7. Adequate shoreline area for water-oriented commercial and industrial development should be designated based on the Land Use Element.
8. Shoreline uses and activities should be located to avoid environmentally sensitive and ecologically valuable areas and to insure the preservation and protection of shoreline natural areas and resources.
9. Where possible, utility facilities and rights-of-way should be located outside of the shoreline area.
10. Shoreline ecology and resources should be protected when locating utilities in shoreline areas.

Objective

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

Section 8. Ordinance 2818 as amended and the Comprehensive Plan are hereby amended by amending the Policies and Objectives section of the Capital Facilities Element to read as follows:

X. CAPITAL FACILITIES ELEMENT

General Comments

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

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

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

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

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

Goals, Policies, and Objectives

Goal

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

Policies

1. The Comprehensive Plan shall establish general level of service standards for each urban utility and service. Such standards shall be used to determine the impacts of development.
2. The City should, at a minimum, ensure the continuation of established level of service standards for all urban utilities and services to the extent and in the manner provided herein.
3. The City shall develop individual comprehensive service and facility plans for the following utilities and/or services:
 - * streets, bikeways and pedestrian walkways,
 - * water system,
 - * sanitary sewer system,
 - * electrical system,
 - * parks and recreation services, and
 - * emergency services (police, fire, and medical response).
4. The City should co-operate with the appropriate private and/or public agencies to develop individual comprehensive service and facility plans for each of the following utilities and/or services:
 - * telecommunications,
 - * schools,
 - * transportation (air, marine and public transit), and
 - * solid waste collection and disposal.
5. Comprehensive service and facility plans shall be consistent with the general level of service standards established in the Comprehensive Plan and shall 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 shall include an inventory of current facilities, measurements of current and future service capacities, the determination of future service and facility improvements necessary to serve the twenty year vision of the Comprehensive Plan Land Use Map, and a financial feasibility analysis.

6. The comprehensive service and facility plan for streets, bikeways, and pedestrian walkways shall also include specific actions and requirements for bringing into compliance any street facilities that fall below the required level of service, including demand management strategies which encourage reduced reliance on single occupant vehicle trips and encourage use of alternate modes of transportation such as the bicycles, walkways, and transit riding with incentive programs for and from local businesses.
7. The comprehensive service and facilities plan for streets, bikeways, and pedestrian walkways should include a future US 101 corridor to meet long-term local and regional transportation needs.
8. Each comprehensive service and facility plan shall be consistent with the Comprehensive Plan, the County-Wide Planning Policy, and the State Growth Management Act.
9. The City shall require concurrency at the time of development for the following utilities and services:
 - * streets,
 - * water service,
 - * sanitary sewer service, and
 - * electrical service.
10. The City should require the following utilities and services at the time of development:
 - * solid waste collection,
 - * stormwater management,
 - * telecommunications service, and
 - * emergency services (police, fire and emergency medical response).
11. 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.
12. The City shall 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.
13. 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 shall take necessary

actions to minimize further degradation of the impacted service or facility. This may include one or any combination of the following actions:

- a) reduce the level of service standard,
- b) increase funding by increasing revenues,
- c) reduce demand by revising the Comprehensive Plan Land Use Map and/or Zoning Map, and/or
- d) reduce demand by reducing consumption (i.e., conservation).

Objectives

1. At the time Comprehensive Plans for the City and County are reviewed, one representative each from the Port Angeles School District No. 121, Clallam County, and the City of Port Angeles will meet to consider possible recommendations for amendment of policies affecting school facilities.
2. The Capital Facilities Plan will be updated on an annual basis and should implement the goals, policies, and objectives of the Comprehensive Plan.
3. The City will develop a schedule for preparation and adoption of each required comprehensive service and facilities plan.
4. The City will study the development of a seasonal or permanent ice skating rink facility.
5. The City will establish a review process with a more comprehensive analysis of Capital facilities Plan projects to address new mandates for environmental protection such as the Endangered species Act, extension of urban services into the Urban Growth Area and new residential areas within the City, and preservation and maintenance of service levels impacted by changes such as the Elwha Dam removal, landfill closure, and aging facilities.

Goal

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

Policies

1. All arterial streets shall function at an average daily level of service of D or better.
2. Development on all arterial streets and any other streets identified as school walking routes shall include pedestrian sidewalks.

3. The City shall not approve any development that is not served with water service at or greater than the following level of service standards at the time of development:

Single family units: 2 gallons per minute @ 30 psi
(fire-1000 gallons per minute @ 20 psi)

Multi-family units: 1 gallon per minute @ 30 psi
(fire per Uniform Fire Code)

Commercial: per Uniform Fire Code

Industrial: per Uniform Fire Code

4. The City shall not approve any development that is not served with sewer service at or greater than a level of service standard of 300 gallons per day per person at the time of development.

5. The City shall not approve any development that is not served with electrical service at or greater than a level of service standard of 118 volts (120 volt base) at the time of development.

6. The City should not approve any development that increases a site's post-development stormwater run-off beyond that allowed by the Stormwater Management Manual for the Puget Sound Basin as adopted by the City.

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

Telephone Residential: 1 service per unit

Commercial: 1 service per business

Industrial: 1 service per business

Cable Television Residential: 1 service per unit

Commercial: 0 service per business

Industrial: 0 service per business

Objective

1. The City will develop and adopt design standards for street, water, sewer, and stormwater facilities.

Goal

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

Policies

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

High School: 125 square feet of permanent, appropriate educational space per student,

Middle School: 104 square feet of permanent, appropriate educational space per student, and

Elementary School: 100 square feet of permanent, appropriate educational space per student.

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

2. The City should not approve any development that will not be served with adequate transit service as determined in the comprehensive service and facilities plan for transportation within six years from the time of development.
3. The City should not approve any development that will not be served at or greater than a city-wide level of service standard of 9 acres of parks per 1,000 population within six years from the time of development.
4. The City should not approve any development that will not be served at or less than the following level of service standards at the time of development.

Police: 677 persons per one officer

Fire: 4 minute response time or residential sprinkler system installation

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

Goal

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

Policies

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

Objective

1. The City will revise its development regulations as necessary to preserve the right-of-way within an identified US 101 corridor.

Section 9. The Comprehensive Plan amendments set forth in this Ordinance shall be incorporated into the Comprehensive Plan as kept on file with the City Clerk.

Section 10. Severability. If any provisions of this Ordinance, or its application to any person or circumstances, is held invalid, the remainder of the Ordinance, or application of the provisions of the Ordinance to other persons or circumstances, is not affected.

Section 11 - Effective Date. This Ordinance shall take effect five days after the date of publication by summary.

PASSED by the City Council of the City of Port Angeles at a regular meeting of said Council held on the _____ day of June, 2002.

MAYOR

ATTEST:

Becky J. Upton, City Clerk

APPROVED AS TO FORM:

Craig D. Knutson, City Attorney

PUBLISHED: June 23, 2002
By Summary

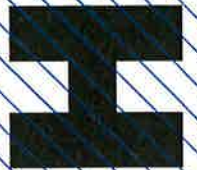
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June 13, 2002



EDIZ HOOK RD

EDIZ HOOK RD

HOOK RD



CITY OF PORT ANGELES
PUBLIC WORKS



SCALE



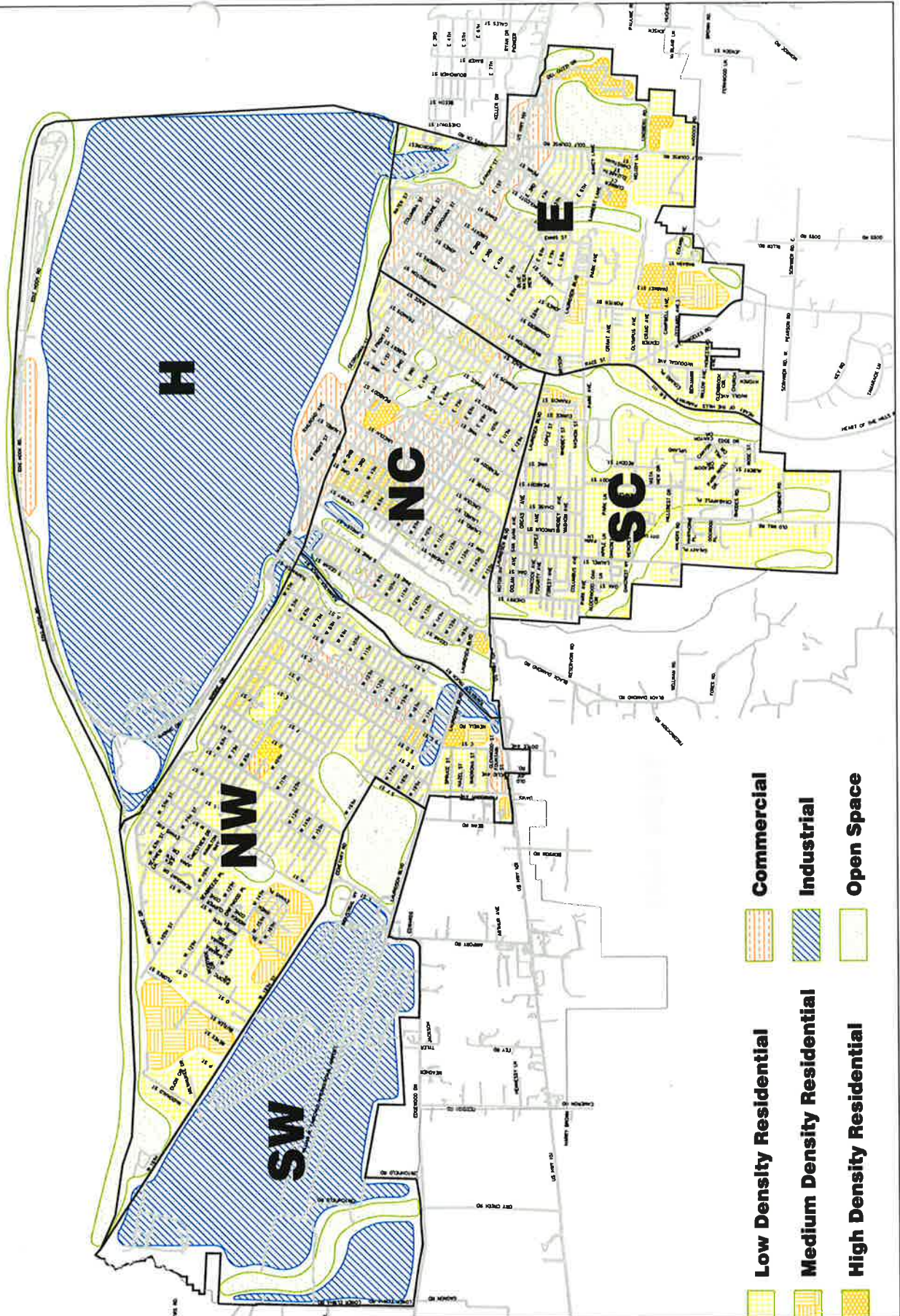
PLANNING AREA MAP

Exhibit "B"

Plot Date: 05/02/02

Revision Date: 05/02/02

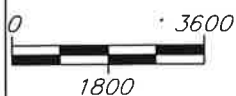
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CITY OF PORT ANGELES
PUBLIC WORKS



SCALE



PLANNING AREA MAP

Exhibit "C"

9. The Comprehensive Plan Land Use Map was reviewed relative to land use changes that may be necessary for planned development and redevelopment along the Harbor shoreline. The City has endorsed the Rayonier Mill Site Draft Remedial Investigation Plan, which will provide sampling data and analysis needed for site cleanup and redevelopment.
10. A primary purpose of the proposed Comp Plan Amendments CPA 02-01 is to improve the Plan as a planning tool for facilitating the desired urban design of the City and encourage growth that the community wants to take place in the next five years.
11. A series of formal public hearings on the proposed Comp Plan Amendments began on May 8, 2001 and are scheduled through June 4, 2002.
12. Updates of other planning areas in the Comp Plan over the next two years, focusing on the east side next year and the west side the following year, is scheduled for completing the City's Comprehensive Plan update by the 2004 deadline. The next Comprehensive Plan review under the Growth Management Act will be due 2011.
13. PAMC 18.04 Comprehensive Plan Implementation and Amendment sets forth procedures for annual amendment which include deadlines for applications, requirements for public hearings, deadlines for decisions and criteria for applications and approvals of amendments. Proposed amendments shall demonstrate: why existing provisions should not continue, consistency with the Growth Management Act goals and specific requirements, compliance with County-Wide Planning Policy, compliance with capital facilities and related plans, why it is in the public interest, consistency with public health, safety, and welfare, and consideration of the cumulative effects of the amendments.
14. The proposed amendments were sent to the State Office of Community Development (OCD), affected property owners and businesses in the Harbor Planning Area, Port of Port Angeles, Lower Elwha Klallam Tribe, Clallam County, and other City Departments for review.
15. Six written comments have been received from Mr. Edward A. Chadd, the State of Washington Office of Community Development, the Port of Port Angeles, Clallam County Department of Community Development, Mr. William G. and Mrs. Carol A. Knebes, and Ms. Thelma M. Hetrick.
16. On May 22, 2002, the City's SEPA Responsible Official issued a Determination of Non-Significance (DNS) #981 and adopted the existing FEIS for the City's Comprehensive Plan (August 6, 1993), the Addendum to the FEIS for the City's Comprehensive Plan (June 14, 1994), and FSEIS to the City's Comprehensive Plan for the Zoning Implementation (November 14, 1995).

revised
6/17/02

**PUBLIC HEARINGS -
OTHER:**

Comprehensive Plan
Amendments - CPA 02-01
Ordinance No. 3118

DRAFT

1. *Comprehensive Plan Amendments - CPA 02-01:* Community Development Director Collins reviewed the packet contents relative to the proposed amendments to the Comprehensive Plan; staff is recommending twenty new policies and objectives. Director Collins noted that six written comments were submitted to the City, so the language in Finding #15 needs to be updated. He distributed to the Council a copy of a letter just submitted by Ms. Thelma Hetrick. Director Collins called the Council's attention to Page 72 and Exhibit A relative to the extension of the commercial area on Marine Drive. The Port was concerned that there was a migration of the commercial area to the west and they did not want it to go north of Marine Drive, so the west part of the map is now at or below Marine Drive. In addition, because of the comments received and the deferment of the Rayonier Mill land use designation, City staff determined that it would be useful to leave the east side of the map as it is now and revisit the zoning designation in another year. The commercial area of downtown does not go to the east of Peabody Street.

Director Collins advised the Council that staff had agreed with the Planning Commission to adopt Commercial Objective F4 as revised. However, Capital Facilities Element Objective A4, the study of the development of a seasonal or permanent ice skating rink, continues to receive staff support, although the matter was not put forward by the Planning Commission. Referencing the comments from the County Planning Director, Director Collins stated that the County supported the Comprehensive Plan changes. However, regarding the size of billboards, the City standard would set a limit of 600 sq. ft., a 20 x 30 ft. billboard, whereas the County limitation is 128 sq. ft. Referring to the Port comments on Page 128, staff successfully addressed their point on not encroaching in the industrial area north of Marine Drive with the map change; regarding their recommendation to include some reference to deteriorating structures that are held for future mitigation, the City's approach is to develop a mitigation bank rather than modify the proposed policy; with regard to the development of a golf course, the Planning Commission removed the words about the "Port." Comments from others dealt mainly with land use changes, from industrial to commercial, which the City has not put forward at this time along Victoria Street east of downtown or on the Rayonier Mill site.

Councilmember Erickson referenced Open Space Objective J(2) on the matter of covered areas or wind screens to allow greater use of outdoor facilities and public spaces during inclement weather. She suggested this item should be removed, and Director Collins indicated the issue was brought forward by the Chamber of Commerce and Port Angeles Downtown Association. Councilman Braun asked for further information on Item No. 7, Page 99, regarding telecommunication service; Director Collins explained this was adopted in 1994 as a level of service standard for any new development in the City. With the Ennis Creek subdivision, for example, the developer would provide these services at that level or higher. Councilmember Erickson, referring to Objective A(5), Page 73, asked why this was included. Director Collins answered that this will convey to the National Marine Fisheries that the City is within the preservation guidelines.

DRAFT

Councilmember Rogers asked that the Sign Code change be reviewed again. Director Collins responded that the change is a Municipal Code issue, so it is not in the Comp Plan amendments. Councilman Williams, referring to Councilmember Erickson's earlier question on the wind screens, asked if this was a joint recommendation by both the PADA and the Chamber of Commerce. Director Collins referred Councilman Williams to the appropriate packet information for reference purposes. Councilman Headrick inquired about the rezoning of the Austin/Glaubert property to commercial from light industrial. Director Collins explained that the original reasoning for the expansion east and west was to reflect changes in land use; on the west side it was reflecting more existing land use; on the east side, it was looking at changes along the Waterfront Trail to Rayonier that were moving to a more commercial designation. The recommendation is to leave the designations east of downtown as is for the time being.

**PUBLIC HEARINGS -
OTHER:**
(Cont'd)

Comprehensive Plan
Amendments - CPA 02-01
Ordinance No. 3118
(Cont'd)

Mayor Wiggins opened the public hearing at 7:40 p.m.

Andy Meyer, Planning Director for Clallam County, referring to his letter of June 3rd, reaffirmed the County's support for the Comp Plan amendments outlined in the materials, as many of these issues are of mutual interest between the City and County for enhancing economic development opportunities, clarifying shoreline, harbor, and land use planning issues, and enhancing transportation and capital facilities planning.

There being no further testimony, Mayor Wiggins closed the public hearing at 7:42 p.m.

Mayor Wiggins read the Ordinance by title, entitled

ORDINANCE NO. 3118

DRAFT

AN ORDINANCE of the City of Port Angeles, Washington, amending Ordinance 2818 as amended and the Comprehensive Plan by adding new policies and objectives to the Land Use Element, the Transportation Element, the Conservation Element, and the Capital Facilities Element to support specific land use decisions, particularly in the Harbor Planning Area, and by making two Land Use Map changes along the harbor shoreline and in the Port Angeles downtown area.

Councilmember Erickson moved to adopt the Ordinance as read by title with the removal of Objective (J)2, Page 85, Section 5, Open Space Goals, Policies and Objectives. The motion was seconded by Councilman Campbell and carried by a majority vote, with Councilmembers Rogers and Williams voting in opposition. Mayor Wiggins noted the Findings and Conclusions had not been cited, so Councilmembers Erickson and Campbell agreed to include in the motion the citation of Findings 1 - 17, with Finding #15 being revised, and Conclusions 1 - 7, as set forth in Exhibit "A" which is attached to and becomes a part of these minutes.

CITY OF



PORT ANGELES

WASHINGTON, U. S. A.

CITY COUNCIL MEMO

DATE: June 17, 2002
TO: MAYOR WIGGINS AND CITY COUNCIL
FROM: Brad Collins, Community Development Director *bc*
SUBJECT: 2002 COMPREHENSIVE PLAN AMENDMENTS

Summary: The 2002 Comprehensive Plan Amendments CPA 02-01 includes 20 new policies and objectives and 3 proposed map changes.

Recommendation: Following close of the public hearing, the Department of Community Development recommends that the City Council adopt the 20 new policies and objectives but only half of the map changes as recommended by City staff, citing the attached 17 findings and 7 conclusions. The proposed map changes for the Rayonier Mill site should be deferred until the Department of Ecology has analyzed the cleanup remedial investigation sampling data and for expansion of the Downtown commercial in the Peabody/Railroad shoreline area should be left as is with an imprecise margin between industrial, open space, and commercial land use designations due to the conflicting land uses in this area.

Background / Analysis:

State legislation mandated that the City of Port Angeles complete a comprehensive review of the Comprehensive Plan every seven years. The City focused on the Harbor Planning Area in 2002 and will update eastside planning areas in 2003 and westside planning areas in 2004, consistent with new Growth Management Act requirements.

The Planning Commission conducted a six month public involvement planning process that included many stakeholders in the Harbor and Downtown areas. Many of these stakeholders not only participated but also made suggestions and comments regarding proposed amendments. Adding Comp Plan objectives to incorporate projects and land use actions that the Harbor and Downtown stakeholders would like to see happen in the next five years could facilitate the desired urban design of the City and encourage growth that the community wants. The proposed changes are consistent with the existing Comprehensive Plan policies and current land use patterns.

The City staff has distributed eleven Comprehensive Plan amendments for public review and comment. The Planning Commission held a public hearing regarding CPA 02-01 on May 8 and continued to May 22, 2002. The 2002 amendments focus on an update of major projects in the Harbor Planning Area that includes the Port Angeles Downtown. Eight of the eleven Comp Plan amendments involve Harbor Planning Area policy, objective, or map changes, and the remaining three amendments apply city-wide.

The Planning Commission and the Department of Community Development staff both recommend policy and objective amendments in the Comprehensive Plan as follows:

Land Use Element

Add new **Commercial Policy D(3)** -- *The City should vacate rights-of-way to facilitate retention of existing businesses and location of new businesses where land assembly is necessary to achieve the desired urban design of the City.*

Add new **Commercial Objective D(1)** -- *The City will work with the Lower Elwha Klallam Tribe to develop a cultural center and marina for large pleasure boats located in Port Angeles Harbor.*

Add new **Commercial Objective D(2)** -- *The City will develop an Ediz Hook master plan that designates land uses, improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses.*

Add new **Commercial Policy F(4)** -- *The City should work with the Port Angeles Downtown Association to develop urban design review guidelines that facilitate architectural elements/features which will encourage complimentary and aesthetically pleasing new development in the Central Business District (CBD).*

Add new **Commercial Objective F(1)** -- *The City will assist the Chamber of Commerce and the Port Angeles Downtown Association in developing an historic underground walking tour activity focused on Laurel Street.*

Add new **Commercial Objective F(2)** -- *The City will assist the Chamber of Commerce and the Port Angeles Downtown Association in developing a waterfront promenade along the Downtown waterfront.*

Add new **Commercial Objective F(3)** -- *The City will encourage community events such as holiday ceremonies, town gatherings, arts and crafts displays, and special business activities such as a Farmers' Market during the tourist season, particularly in the Downtown area and on Laurel Street.*

Add new **Industrial Objective H(1)** -- *The City will develop an industrial marine (IM) zone for shoreline uses similar to the upland industrial park (IP) zone which allows for mixed commercial and industrial uses.*

Add new **Industrial Objective H(2)** -- *The City will establish a Harbor Study committee comprised of private and public stakeholders in harbor uses and activities to review and revise the Harbor Resource Management Plan, considering changes that have occurred in the past 12 years and visions that now seem possible.*

Add new **Open Space Objective J(2)** -- *The City will review new development for covered areas or wind screens to allow greater use of outdoor facilities and public spaces during inclement weather.*

Add new **Open Space Objective J(3)** -- *The City will support development of a public golf course.*

Add new **Open Space Objective J(4)** -- *The City will develop an Ediz Hook master plan that designates land uses, improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses.*

Transportation Element

Add new **Objective A(2)** -- *The City will work with the property owner to assure completion of the Waterfront Trail through the former Rayonier Mill site.*

Add new **Objective A(3)** -- *The City will incorporate bicycle friendly amenities including bike path development and maintenance, signage, and storage into new transportation facility improvements.*

Add new **Objective A(4)** -- *The City will encourage public streetscape improvements such as street trees, seasonal displays, and pedestrian amenities through a comprehensive development and maintenance plan.*

Add new **Objective B(10)** -- *The City will update transportation policies to refocus circulation patterns, street improvements, essential state highways, truck routing, and traffic controls throughout the City.*

Conservation Element

Add new **Objective D(2)** -- *The City will develop an Ediz Hook master plan that designates land uses, improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses.*

Capital Facilities Element

Add new **Objective A(5)** -- *The City will establish a review process with a more comprehensive analysis of Capital Facilities Plan projects to address new mandates for environmental protection such as the Endangered Species Act, extension of urban services into the Urban Growth Area and new residential areas within the City, and needs to preserve and maintain service levels impacted by changes such as the Elwha Dam removal, landfill closure, and aging facilities.*

The Planning Commission and the Department of Community Development staff both recommend the following actions on the attached map revision proposals:

- 1) Downtown -- expansion of the commercial land use designation west along Marine Drive.
- 2) Ediz Hook -- expansion of the commercial land use designation west from the Puget Sound Pilots to the Lower Elwha Klallam Tribe leaseholdings along the shoreline inside Port Angeles Harbor.

3) Rayonier -- defer expansion of the commercial land use designation on the former Rayonier Mill site until completion of the MTCA remedial investigation study is done.

The Planning Commission modified Land Use Element Commercial Objective F(4) and recommended against Capital Facilities Element Objective A(4) as follows:

Land Use Element

Add new **Commercial Objective F(4)** -- *The City will ~~develop~~ consider various parking options including the construction of a parking structure and the purchase of surface parking lot(s) to mitigate parking impacts from the Gateway Project to achieve no net loss of parking for customer parking, City permit parking, and long term parking.*

Capital Facilities Element

Add new **Objective A(4)** -- *The City will study the development of a seasonal or permanent ice skating rink facility.*

The City Administration modified one of the Land Use Map proposed changes as follows:

1) Downtown -- expansion of the commercial land use designation east along Victoria Street should be left as is due to the conflicts in this shoreline area between industrial, open space, and commercial land uses.

Attachments: Ordinance
Findings and Conclusions
Planning Commission Minutes Excerpts
Public Comment Letters
Comprehensive Plan Amendment Proposals CPA 02-01

FINDINGS AND CONCLUSIONS IN SUPPORT OF 2002 COMPREHENSIVE PLAN AMENDMENTS - CPA 02-01:

FINDINGS:

1. The State Legislature mandated that cities and counties subject to the Growth Management Act complete a comprehensive review of the Comprehensive Plan by September 2002 and in the Spring 2002 changed the deadline for this update to 2004 for the City of Port Angeles.
2. The City started its comprehensive update of the Comp Plan in the Fall 2001 and focused attention on the Harbor Planning Area, including Downtown and the Rayonier Mill site.
3. The Planning Commission has held numerous informal public meetings starting in November 2001 through March 2002.
4. Many of public agency and private property stakeholders in the Harbor and Downtown areas have participated and made suggestions and comments regarding amendments to the Comprehensive Plan initially adopted by the City in June 1994 in compliance with the Growth Management Act.
5. The Department of Community Development staff prepared twelve applications for Comprehensive Plan changes by March 31, 2002, expanding particularly the Comp Plan objectives to incorporate projects and land use actions that the Harbor and Downtown stakeholders want to see happen in the next five years.
6. One of the twelve applications was the proposed utility extension policy change for services outside the City limits, and, despite the recent State Supreme Court decision nullifying the petition method of annexation on which the utility extension policy was based, the City has elected to withdraw consideration of that proposed amendment.
7. The eleven remaining proposals resulted in 13 additional Land Use Element policies and objectives, 4 additional Transportation Element objectives, 1 additional Conservation Element objective, 2 additional Capital Facilities Element objectives, and 3 proposed Land Use Map changes.
8. The Comprehensive Plan was reviewed for the proposed Comprehensive Plan Amendments, and the most relevant goals, policies, and objectives included, but were not limited to, Growth Management Element Goal A, Policy A(1)(a-m), Goal B, Land Use Element Goals D, F, H, and J, Transportation Element Goals A and B, Conservation Element Goal D, and Capital Facilities Element Goal A.

9. The Comprehensive Plan Land Use Map was reviewed relative to land use changes that may be necessary for planned development and redevelopment along the Harbor shoreline. The City has endorsed the Rayonier Mill Site Draft Remedial Investigation Plan, which will provide sampling data and analysis needed for site cleanup and redevelopment.
10. A primary purpose of the proposed Comp Plan Amendments CPA 02-01 is to improve the Plan as a planning tool for facilitating the desired urban design of the City and encourage growth that the community wants to take place in the next five years.
11. A series of formal public hearings on the proposed Comp Plan Amendments began on May 8, 2001 and are scheduled through June 4, 2002.
12. Updates of other planning areas in the Comp Plan over the next two years, focusing on the east side next year and the west side the following year, is scheduled for completing the City's Comprehensive Plan update by the 2004 deadline. The next Comprehensive Plan review under the Growth Management Act will be due 2011.
13. PAMC 18.04 Comprehensive Plan Implementation and Amendment sets forth procedures for annual amendment which include deadlines for applications, requirements for public hearings, deadlines for decisions and criteria for applications and approvals of amendments. Proposed amendments shall demonstrate: why existing provisions should not continue, consistency with the Growth Management Act goals and specific requirements, compliance with County-Wide Planning Policy, compliance with capital facilities and related plans, why it is in the public interest, consistency with public health, safety, and welfare, and consideration of the cumulative effects of the amendments.
14. The proposed amendments were sent to the State Office of Community Development (OCD), affected property owners and businesses in the Harbor Planning Area, Port of Port Angeles, Lower Elwha Klallam Tribe, Clallam County, and other City Departments for review.
15. Two written comments have been received, one from Mr. Edward A. Chadd and one from the Port of Port Angeles .
16. On May 22, 2002, the City's SEPA Responsible Official issued a Determination of Non-Significance (DNS) #981 and adopted the existing FEIS for the City's Comprehensive Plan (August 6, 1993), the Addendum to the FEIS for the City's Comprehensive Plan (June 14, 1994), and FSEIS to the City's Comprehensive Plan for the Zoning Implementation (November 14, 1995).

17. The Planning Commission held public hearings on the proposed Comprehensive Plan Amendments CPA 02-01 on May 8 and May 22, 2002, and the City Council held a public hearing on CPA 02-01 for June 4, 2002.

CONCLUSIONS:

1. The City has reviewed its Comprehensive Plan and proposed updates in compliance with the Growth Management Act, the OCD grant received by the City for the mandated review, and the State Legislature's review deadline of September 2002.
2. The proposed Comprehensive Plan Amendments are consistent with the Port Angeles Comprehensive Plan, in particular with the most relevant goals, policies, and objectives including, but were not limited to, Growth Management Element Goal A, Policy A(1)(a-m), Goal B, Land Use Element Goals D, F, H, and J, Transportation Element Goals A and B, Conservation Element Goal D, and Capital Facilities Element Goal A.
3. The Comprehensive Plan Land Use Map proposed changes will facilitate planned development and redevelopment along the Harbor shoreline. Any redesignation of the Rayonier Mill Site should wait until work under the Draft Remedial Investigation Plan, which will provide sampling data and analysis needed for site cleanup and redevelopment, has been provided to the City of Port Angeles.
4. The proposed Comprehensive Plan Amendments are consistent with the PAMC 18.04 Comprehensive Plan Implementation and Amendment procedures for annual amendment which include deadlines for applications, requirements for public hearings, deadlines for decisions and criteria for applications and approvals of amendments.
5. The proposed amendments are consistent with the Clallam County-Wide Planning Policy, in compliance with the City's capital facilities and related plans, and consistency with public health, safety, and welfare.
6. Consideration of the cumulative effects of the proposed amendments based on the City's Capital Facilities Plan and compliance with the State Environmental Policy Act through adoption of the existing FEIS for the City's Comprehensive Plan (August 6, 1993), the Addendum to the FEIS for the City's Comprehensive Plan (June 14, 1994), and FSEIS to the City's Comprehensive Plan for the Zoning Implementation (November 14, 1995) determined there were no significant adverse environmental impacts.

7. The proposed Comp Plan Amendments CPA 02-01 are in the public interest and will improve the Plan as a planning tool for facilitating the desired urban design of the City and encourage growth that the community wants to take place in the next five years.

Adopted by the Port Angeles City Council at its meeting of June 17, 2002.

Glenn Wiggins, Mayor

Becky J. Upton, City Clerk

405 E. Front #1
Port Angeles, WA 98362
June 14, 2002

City of Port Angeles
Attn: Brad Collins

Re: Austin-Glaubert Property

Dear Mr. Collins:

I own the property at 405 E. Front St. (since 1970) south of the above property which I understand is being considered for a rezone from light industrial.

The property in question is a natural wetland and is home to many birds, animals and marinelife.

I would protest vigorously any rezoning that would allow building on this property. It would seriously endanger my property (Knebes and Hartmans also) by weakening the bank. Also, any action destroying or changing the estuary/pond would deprive many citizens of the joy of feeding and watching that wetland.

I look directly down on that property and I've observed people from very early morning until late at night watching the wildlife.

Thank you for considering my request.

Sincerely,

Thelma M. Hetrick

Thelma M. Hetrick

