

CITY OF PORT ANGELES

CENTRAL BUSINESS DISTRICT LID
AND URBAN DESIGN STUDY

A DOWNTOWN FOR PEOPLE



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PREPARED FOR :

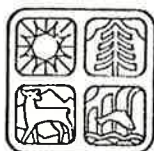
THE CITY OF PORT ANGELES

PREPARED BY :



Kramer, Chin & Mayo, Inc.
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Phone (206) 447-5300

KCM 055-1



June 6, 1978

Mr. Ken Whorten
City Manager
P. O. Box 711
Port Angeles, Washington 98362

Dear Ken:

We are pleased to transmit to you our summary report describing the concept plan and preliminary design of improvements for the Port Angeles Central Business District's Local Improvement District and Design Study.

The purpose of this study was to survey and analyze information and conditions within the downtown, develop a district theme and overall concept plan for the CBD, and delineate a schematic design of proposed LID elements, including preliminary cost estimates. This report along with the series of graphic illustrations accomplishes those tasks. Also included in this summary report is a thorough assessment of funding sources and implementation techniques prepared by James D. Braman, Jr., AIP.

The design ideas along with the implementation and funding approaches herein presented will form the basis for determining the final scope of improvements within the LID., the cost assessments to participating property concerns and the strategy for obtaining additional funding.

As you know Ken, once the final determinations are made and the resolution establishing the LID is adopted by City Council we are prepared to proceed immediately with the design development portion of this process and with providing assistance in applying for additional funding as is appropriate.

Kramer, Chin & Mayo, Inc.

Mr. Ken Whorten
June 6, 1978
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Thank you for the opportunity of undertaking this most interesting and fruitful study and we look forward to a continued association on this process.

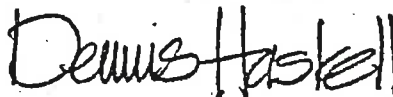
Very truly yours,

KRAMER, CHIN & MAYO, INC.



Fulton G. Gale III, AIA
Vice President

FGG:lcb



Dennis Haskell, AIA, AIP
Project Leader

DH:lcb

Enclosures

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SECTION 1

INTRODUCTION

1. PROJECT BACKGROUND

In March 1978, property owners and merchants from downtown Port Angeles selected Kramer, Chin & Mayo, Inc. for the purpose of developing a plan to improve the Central Business District. Property owners and merchants have formed a Local Improvement District to implement this improvement plan. The following is a review of past planning efforts, a survey of existing conditions within the proposed LID, and outline of planning and design recommendations, strategies and costs.

2. GOALS, OBJECTIVES AND ASSUMPTIONS

The Goals Statement of the Comprehensive Plan for Port Angeles notes that the City should be a place where development is compatible with the environment, and with the users of the environment. The Plan also encourages the provision of community facilities which enhance the quality and character of areas throughout the City. Finally it also suggests that there be neighborhoods offering a variety of opportunities for personal interaction, fulfillment and enjoyment. The development of a Local Improvement District within the Central Business District should go a long way in furthering some aspects of these goals. More specifically, the Plan encourages the policy that financial, commercial, major retail and pedestrian/tourist oriented services continue to be located within the CBD and that future, similar services be located there as well. Again, the development of an LID should help reinforce this policy. Similarly, an LID creating a more attractive downtown district should help to achieve a better integration of the waterfront with the CBD, another policy advocated in the Plan. The Goals and Objectives of the present LID and Design Study include:

2.1 Goals

- . Provide a development framework for the enhancement of the Port Angeles' CBD as the major commercial center of the area.
- . Outline strategies to promote tourist and recreational trade within the Port Angeles CBD.

2.2 Objectives

- . Develop an action plan which illustrates opportunities for downtown redevelopment and tying the CBD more effectively to the waterfront.
- . Inventory improvement actions and costs for the beautification of the Local Improvement District.
- . Outline funding sources for implementation of plans and policies.

SECTION 2

DOWNTOWN OVERVIEW

1. TRAFFIC

1.1 Vehicular Traffic

Studies and development plans executed for Port Angeles in years past have noted that the downtown area (coinciding approximately with the present LID) has considerable commercial and recreational potential, but this potential has been thwarted by several factors. One notable negative factor in the development of the downtown has been the congestion resulting from traffic patterns through the area.

Particular problems discouraging downtown patronage have occurred during peak traffic hours and during loading and unloading at the Black Ball Ferry Terminal on the waterfront during seasonal peaks. Traffic revisions such as the alteration of Front and First Streets into a one way couplet have helped to improve traffic congestion, but some congestion and accidents still occur where Front and First intersect with Lincoln Street.

While the heaviest traffic volumes actually skirt the heart of the CBD via First, Front and Lincoln Streets (Highway 101), the congestion caused at the intersections of these streets may have discouraged more intensive patronage of the downtown shopping area. First and Front Streets are of adequate size for current and expected traffic volumes, indicating that a solution to the present congestion might be sought in developing an alternative to Lincoln street as a major north/south arterial.

1.2 Pedestrian Traffic

Pedestrian traffic flow is, to a large extent, determined by the location and availability of parking. When downtown patrons cannot find on-street parking, they park in lots located along First Street, at Lincoln, Laurel and near Oak Streets, depending on proximity to destination. Much of the pedestrian traffic downtown circulates along First. Along Front Street, downtown patrons park in a large lot on the north side of the street between Laurel and Lincoln and walk to shopping or the park in the municipal lot near City Hall where an arcade provides through-block access to First Street. Parking lots west of Oak and north of First, near City Hall, are used only during peak times and create little pedestrian traffic. Laurel is the major pedestrian connector between First and Front Streets. There is also some pedestrian movement through the alley between First and Front Streets to and from the parking provided along the alley.

2. PARKING

Parking has continued to be problematic within the LID area of downtown Port Angeles. Past studies have indicated that the street supply of parking is not simply the problem, however. Existing parking reservoirs, especially those north of Front Street, do not effectively serve patrons whose business takes them to First Street. The distance and circuitous route of travel necessary to reach First Street destinations has discouraged use of these parking areas.

oriented shops and some extensive paved and unpaved areas given over to parking. At the east end of Railroad Street is a major restaurant and motor hotel complex.

Alleys within the CBD are poorly maintained, but because of their ample width present possibilities for commercial redevelopment.

5. RETAILING

The commercial floor area currently available in the CBD is approximately 215,000 square feet, and about 98% of this is presently in use. While it is not easy to predict how much floor area for commercial use should be developed in the future, a major softgoods retail outlet would require about 50,000 square feet, and satellite retail shops would generate another 25,000 square feet in retail space demand.

A likely location for a major retail outlet would be somewhere west of Oak Street between First and Front Streets. Other commercial retail development might occur between Front and Railroad Streets. And immediately east of Lincoln on First Street, retail development might be incorporated along with structured parking.

With the planned expansion of existing downtown banking facilities, three smaller merchants will have to relocate.

Successful businesses in the CBD have included:

- Department Stores
- Specialty Stores
- Tourist Oriented Stores
- Restaurants

Unsuccessful stores have included:

- Drug Stores
- Hardware Stores
- Food Markets
- Auto Sales Agencies
- Catalog Sales Stores

Factors responsible for business turnover in the past have included: shopping center competition, high rents, lack of parking and poor management.

A more comprehensive parking strategy could stimulate downtown retail activity.

6. SIDEWALKS AND AREAWAYS

A preliminary survey of the LID area indicates that some notable and potentially serious conditions exist with respect to sidewalks and areaways. A responsible approach to the proposed Local Improvement District dictates that this issue be addressed directly since many possible development proposals rely quite literally on the sidewalks for their foundation. Engineering staff from Kramer, Chin & Mayo have made a spot survey of areaways and sidewalks in the proposed LID and have indicated in part the following:

6.3 Conclusions

Streets and retaining walls look to have performed well and should be capable of continued service. Sidewalk construction is low quality and has deteriorated to a point where portions are not serviceable or safe. Many of the older buildings are currently settling or have potential settlement problems, especially in the event of earthquakes. A structural survey of the sidewalk system should be performed to locate unsafe conditions and to develop cost estimates for bringing all sidewalks up to a uniform level of quality. Of course the ability to do such a survey is contingent upon the accessibility of the spaces.

7. STREET FURNITURE

The present street furniture in downtown Port Angeles (benches and planters, newspaper and waste receptacles, light standards and power poles) is visually uncoordinated and haphazardly located. It lends an air of unnecessary clutter to downtown streets. An informal survey revealed several different types of waste receptacles and benches in use. While such pluralistic efforts are undoubtedly well intentioned, they create a disorganized overall effect and add less to the attractiveness of downtown than they should. However, personalized items such as the nice wooden benches found along some downtown streets could be incorporated into a better integrated system.

In some cases street furniture actually impedes the flow of pedestrian traffic, especially at intersections.

8. CURB CUTS

Curb cuts are fairly well organized and present few difficulties within most of the LID area. Provisions for the handicapped have not yet been fully provided. Railroad Street presents a confusing jumble of tracks and street to the pedestrian with no continuous curbs or sidewalks along its length.

9. SIGNAGE

Signage within the LID presents a confusing array of messages to residents and tourists alike. Public information must compete with unregulated private messages. Motorists entering the CBD must try to decipher highway information, which is overshadowed in many cases by commercial signage. And private messages compete to little effect with each other. Signage does not reflect the character of the town and provides little help to the downtown tourist or shopper.

10. CANOPIES

Canopies are employed on some buildings downtown. The north side of First Street, notably, is lined with canopies, providing shade from sun and shelter from inclement weather. Canopies have altered the appearance of some downtown buildings however. More extensive use of canopies or awnings might encourage increased downtown patronage.

13. NATURAL SYSTEMS

The natural systems can be described as a series of interacting layers, creating both problems and opportunities for Port Angeles.

13.1 Geology

A geological history of glacial activity in conjunction with hydrology provides the base of Port Angeles' landform and soils. The results are the bluffs to the east and south of the downtown which itself rests primarily on imported fill material. The harbor creates the northern downtown edge. Tides create a problem by causing variation in the water table primarily in the fill area of downtown. Two streams (now culverted) have cut valleys in the bluffs on route to the harbor. These bluffs provide both amenities and problems. The steep slopes are given to erosion and slipping. Currently the slopes are wooded, providing erosion control and a visual frame to the downtown.

13.2 Vegetation

The indigenous vegetation and primary wildlife habitats are dependent on each other and occur in a band along the bluff slopes and to the east of downtown at the harbor's edge. These landscape features provide amenities to an otherwise urban area.

13.3 Climate

The climate is primarily marine with cool summers and mild but cloudy winters. Port Angeles is on the western edge of the "rain shadow," with an annual precipitation of 25 inches. Fog occurs in late summer and early fall, burning off by mid day. Winds in the summer are from the west, and in the winter are from the southwest. There are few days when the air rises to the comfort zone.

14. TOURISM

Tourism in Port Angeles is a seasonal business. Tourist attractions such as Olympic National Park, the Olympic Peninsula in general, and the Port Angeles-Victoria Ferry typically attain their heaviest use during the summer months. During the summer, thousands of tourists pass through Port Angeles on their way to Olympic National Park, Ocean Beaches, fishing, and Victoria via the Port Angeles Ferry. The ferry alone carries nearly 700,000 passengers per year.

As long as fuel supplies remain ample, it can be expected that the volume of tourists passing through Port Angeles will continue to increase. Summer season ferry traffic to and from Victoria is limited by the capacity of the Coho and its turnaround time, creating, at times, considerable congestion downtown. No additional service is currently anticipated by the Black Ball Lines, however.

Boaters approaching downtown Port Angeles from the water currently have little idea where to go for transient moorage, information and customs. Sea planes currently face a similar situation. Customs service clearly needs to be revised to provide more convenience.

SECTION 3

PROPERTY OWNER AND MERCHANT QUESTIONNAIRE

1. SCOPE

In the last week of April approximately 245 questionnaires were distributed by the Downtown Improvement Association to the merchants and property owners in the Port Angeles LID. By May 15th, 66 or 25% of those distributed had been returned.

The following is a summary of the key concerns and ideas which emerged from these responses to the questionnaire. The complete results are shown on a questionnaire form in the appendix.

2. WIND, DUST AND NOISE

Wind and blowing dust are considered a problem by 42% of the respondents. One merchant noted, "... on windy days our tables need constant wiping." Thirty-five percent considered noise a problem. It was generally felt that the logging trucks create this problem.

3. PARKING, GARBAGE COLLECTION, AND ALLEYS

Both customer and employee parking are considered a problem by 31% of the respondents. The removal of parking meters and replacement with enforced 1/2 to 2 hour time limits was suggested. A number of respondents believe that downtown employees "feed" the parking meters which contributes to the parking problem for customers. Twenty-seven percent of the respondents consider garbage containers and collection to be a problem. In addition, 19% consider that alley maintenance is a problem, "partly caused by neglect on the part of business to pick up and control their garbage" and also "small papers/trash fall out when (they are) loading our garbage containers."

Another problem mentioned is the required use of the sidewalk for garbage collection for those businesses without an alley. A further issue raised is that both alleys and parking lots should be paved and/or landscaped to help control blowing dust. A related concern for 18% of the respondents is street cleaning and the expressed belief that, "street cleaning (is) not frequent enough."

4. TRAFFIC

Vehicles in conflict with other vehicles and with pedestrians are considered a problem by 26% and 23% of the respondents, respectively. There were a number of specific examples cited which included: "... cars do not respect pedestrians or observe crosswalks"; "crosswalks (are) not marked well enough"; and "tourist, ferry and local problems in summer months."

In addition, specific unsafe locations were identified including: Front and Lincoln, exit south from Elks parking lot, Oak and First, and First and Laurel. Other conflicts include bicycles on the sidewalks, vandalism in the form of glass breakage, and plants torn out of a window box.

Many people had final comments and ideas. These comments reinforced or elaborated issues previously introduced in the questionnaire. All these comments are reproduced verbatim in the appendix.

SECTION 4

PROBLEMS AND OPPORTUNITIES

1. PROBLEMS

A study of existing conditions and review of questionnaire findings clearly suggests that downtown Port Angeles has not capitalized on its potential. Large numbers of persons passing through the City near the heart of the CBD, a heavily used ferry route and the opportunity for a spectacular waterfront should add up to an active and exciting future. However, certain problems presently hinder the achievement of this goal.

- 1) Existing sidewalks are in a deteriorating condition and need immediate attention. †
- 2) Downtown traffic on the First-Front Street couplet becomes congested at Lincoln Street, discouraging access to the LID area. The heavy flow of traffic on these streets and the length of downtown blocks also discourages pedestrians and shoppers.
- 3) The lack of convenient parking downtown discourages patronage.
- 4) The organization of ferry traffic (on and off loading) causes congestion during seasonal peaks and discourages ferry patrons from using downtown services.
- 5) Disorganized and confusing signing, the lack of landscaping and attractive downtown activities all contribute to a negative downtown image.
- 6) Lack of a major attraction, for tourists and residents alike, discourages downtown use.
- 7) The waterfront is presently an underutilized resource, isolated from the CBD.

2. OPPORTUNITIES

- 1) Streets and sidewalks can be redeveloped to encourage pedestrians.
- 2) Traffic can be revised to eliminate some downtown congestion.
- 3) A more workable downtown parking and pedestrian scheme can be implemented.
- 4) The handling of ferry traffic can be revised to eliminate congestion and encourage downtown use.
- 5) Signing and landscaping can be employed to create a positive and informative downtown image.

SECTION 5

RECOMMENDATIONS: CONCEPT PLAN

1. ZONING

Keep separate commercial zones, retaining downtown zone for pedestrian oriented uses. Encourage housing in CBD where feasible and on surrounding bluffs.

1.1 Intent

Zoning can be used to reinforce the downtown district as a pedestrian oriented retail and commercial precinct. To achieve this objective, a separate downtown zone should be developed, corresponding generally to the present CBD zone.

1.2 Scope

Aspects which should be addressed in zoning guidelines include the following:

- Uses, as outlined previously in the land use recommendations of this report:
 - Professional Offices
 - General Office
 - Studios
 - Retail
 - Speciality Shops
 - Service Shops
 - Major Retailing
 - Housing
 - Hotels
 - Apartments
 - Condominiums
- Setbacks - none required for retail or commercial uses. Street fronts should be continuous. And where residential uses are developed above commercial uses, setbacks should be applied to residential development independently of commercial use, encouraging residential decks and terraces.
- Height - limit development to 35 feet to prevent view obstruction and to maintain common cornice lines. This is especially important where infill development would occur such as along First and Front Streets.
- Parking - encourage cooperative parking and eliminate or reduce present parking requirements for some smaller projects within the CBD. This might serve to make infill development more feasible, especially where smaller, downtown lots are concerned since parking requirements are critical to development. Of course, such actions would have to be coordinated with an overall downtown parking strategy.

strategy capitalizing on off-season dates such as in the spring and fall. A civic convention facility would be best located at the west end of the CBD.

An overall tourist strategy incorporating a well managed public relations effort should be developed. Port Angeles should take a cue from Victoria and capitalize on large tourism through traffic and its spectacular natural setting.

3. WATERFRONT ACTIVITIES

Focus on the waterfront as a catalyst for downtown development.

3.1 Civic Pier

The civic pier, including marine lab, transient moorage for yachts, charterboats (pick up and drop off) and sea planes, would provide one of the main attractions to the waterfront.

3.2 Interpretive Center

An interpretive center at the west end of Railroad on the Oak Street Pier could include an observation tower (wood handling, Hurricane watch, harbor view), a train ride tour of nearby mills and a marine museum.

3.3 Aquarium

An aquarium (also at the Oak Street Pier) together with the interpretive center would form a counter attraction to the civic pier, providing reasons for people to move up and down the waterfront.

3.4 Waterfront Park and Boulevard

A waterfront park and boulevard would provide places for people to gather and meet and would allow safe, convenient and enjoyable involvement along the waterfront (including one park or a series of public spaces).

3.5 Fish Processing Facility

Establish an open space/activity buffer between downtown and the proposed fish processing and cold storage facility at Oak Street. Development of this processing facility would generate additional harbor activity (30- to 80-foot fishing boats) and would reinforce the image of a working waterfront.

The buffer between the facility and other waterfront activity could take the form of a fish market and stand-up seafood bar set in a park-like setting that relates to the waterfront boulevard.

3.6 Seafood Restaurants

Seafood restaurants affording views of the park and relating to the park and boulevard would be desirable.

ferry riders to tour the area and the City while waiting for the next boat. Help distribute "parking" (staging) throughout various parking areas around the City. Encourage tourist participation in downtown activities and retailing.

4.4 Waterfront Boulevard

Develop waterfront boulevard and pedestrian promenade.

4.5 Transportation/Information Center

A transportation/information center for tourists and residents should include:

- . Ferry terminal, bus depot, harbor tour.
- . Information center covering activities, special events, attractions and walking focus in and around Port Angeles.
- . This could be one space or a series of related spaces providing shelter and relating to the waterfront park.
- . Trails would connect the waterfront with nearby ravines and surrounding hinterlands.

4.6 Logging Trucks

Retain log trucks on First and Front. They add to character and respect the history of the City. They even act as tourist attractions. There should be an attempt to buffer somewhat, and mid-block pedestrian-ways offer a respite for those who want it.

4.7 Parking

- . Employee-Parking. Encourage employee parking in peripheral lots, using a discount fee and sticker incentive system.
- . Upgrade Existing Lots. Require amenity improvements to existing lots where better lighting, access, landscaping and paving to control dust are needed. Better utilization of these lots should serve interim needs until structured parking can be developed.

Strategy

Investigate validation-type parking for lots, rather than meters.

Remove parking meters on downtown streets and replace with one-hour maximum zones.

Develop major parking reservoirs (presently lots with potential for small garages) at east and west ends of the City, connected by pedestrian sidewalks and potential through-block walks between First and Front Streets.

5.4 Ravines

Ravines could act as pedestrian/open space linkages from waterfront and City to National Park and surrounding countryside. There is potential for a fish hatchery at Peabody Creek.

SECTION 6

LID RECOMMENDATIONS

1. SIDEWALKS

1.1 Sidewalk Study

Initiate detailed study of sidewalks to determine structural condition and safety. Take action to protect public from potentially dangerous conditions.

1.2 Replacement/Alternatives

Initiate systematic program of sidewalk replacement, based on completed study. Depending on the extent of reconstruction necessary, poured-in-place and pre-cast sidewalk systems should be considered as alternatives. A poured-in-place system would reconstruct sidewalks in basically the same manner as they were originally built, employing reinforced concrete pilasters, beams and sidewalk slab. A pre-cast system would involve the fabrication of pre-cast concrete sidewalk panels and the installation of these panels on poured-in-place columns, replacing deteriorated sidewalks.

1.3 Phasing

Redevelopment of sidewalks and streets could be approached in phases if necessary. Schematically, reconstruction of sidewalks, development of pedestrian bulbs and planting strips, and landscaping/street furniture could be treated in independent phases, resulting in an integrated and comprehensive system of street improvement. Ideally, addition of planting strips and pedestrian bulbs would follow reconstruction of the present sidewalks, with landscaping and street furniture following that. However, if funding would not permit immediate sidewalk reconstruction, then in concept, other street improvements like planting strips, pedestrian bulbs, landscaping and street furniture could proceed independently. It should be noted that this scheme of street development might ultimately be more costly due to increased costs for sidewalk replacement caused by the need for temporary removal and replacement of street furniture already installed out board of existing sidewalks.

1.4 Paving

Whatever sidewalk redevelopment scheme is employed, patterned and textured concrete should be integral with new construction. A concrete plynth or base should also be poured, integral with planting strips and pedestrian bulbing, to accommodate modular street furniture and landscape planters.

2. BULBING OF SIDEWALKS

Pedestrian bulbing should be employed at street intersections and mid-block crossings. Paving of crosswalks at these intersections and crossings at existing street grades for better identification and safety of pedestrians should be a part of this development. The fountain plaza should be paved similarly and given over to pedestrian use with landscaping, lighting and seating.

- . To maintain signs at an appropriate pedestrian scale, the maximum size of signs should be limited, based on the street frontage of each business, with an absolute upper limit.
- . To reduce visual confusion, businesses should be limited to two (2) signs maximum. One sign should be attached to the building facade, reading horizontally and parallel to the sidewalk. A second and smaller sign could be employed perpendicular to the building under awnings or canopies for business identification by sidewalk pedestrians.
- . Display signs, such as for sales, should be limited to store windows.

12. ALLEYS

12.1 Substructure

Study substructure (bulkheads and retaining walls) of alleyways for their structural adequacy and integrity.

12.2 Development

Pave alleyways with concrete to match sidewalks. Dead end alleyways at center of blocks, prohibiting through traffic and allowing pedestrian cross traffic, service, garbage collection and fire access.

12.3 Rear Building Facades

Encourage the improvement of rear building facades on an individual basis including:

- . Remove all unnecessary hardware, signs, etc.
- . Restore or cosmetic treatments
- . Screen service and garbage storage
- . Provide rear customer entrances wherever possible
- . Add pedestrian level lighting and graphics (compatible to ordinance)
- . Hang flower baskets from building walls, fences, etc.
- . Post as to speed and service access times

12.4 Utilities

Underground all utilities before repairing/restructuring of alleyways.

13. RAILROAD STREET

Buffer and barrier railroad right-of-way from pedestrian traffic and auto movement. Create a boulevard along Railroad Street and underground utilities.

14. PARKING LOT PAVING

Pave all parking areas with asphaltic concrete to control dust.

APPENDIX A
IMPLEMENTATION AND FUNDING APPROACH

Prepared by James D. Braman, Jr., AIP

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elements is indicated by symbol, as indicated on the matrix legend. From this matrix, the City can determine which programs might be most fruitfully pursued by the City.

On the pages following the matrix are found brief analyses of the various programs which were reviewed and found to have at least some potential as funding sources now or in the future. Detailed summaries of interviews underlying these analyses have been transmitted to City officials.

During the course of his work, which extended from March through May, the author also assisted the City in arranging a conference in Port Angeles with an official of the Economic Development Administration, in determining state requirements for comprehensive recreation planning (in order to establish eligibility for funding) and in advising on how to establish interim eligibility for state recreation funding prior to completion of the Port Angeles recreation plan.

2. POSSIBLE LOCAL SOURCES OF FUNDING

● a. Local Improvement District

Purpose: The purpose of the Local Improvement District (LID), as provided in State law, is to provide a method whereby local property owners, with or without City financial assistance, may fund improvements deemed of value to their property. The cost of the improvements, including direct planning, design and administrative costs, is distributed to property included within the District. The sum charged each property may not be more than the amount by which the property is deemed to be benefitted by the improvement. Streets, sidewalks, sewers, water mains, small parks, beautification of public places, pedestrian improvements and parking facilities are among the public improvements which might logically be funded through an LID. In some instances, a city may contribute a part of the cost of an LID-funded project, if the project is deemed to have value to the general public as well as to the owners of benefitted properties.

Procedure: An LID may be initiated directly by City Council or by petition of property owners. The steps followed in the overall process, assuming the petition route is followed, is briefly summarized hereafter:

1. Determination of improvements to be funded through LID (only very general determination necessary).
2. Determination by City (working with property owners) of probable assessment district for improvements.
3. Circulation of petition. No specific percentage of signatures needed, but at least 50% support usually is sought.
4. City prepares resolution establishing LID and ordinance appropriating funds for design work.
5. City Council adopts resolution and ordinance after public hearing. Council may choose to end process at this time by rejecting resolution.
6. If resolution and ordinance are adopted, design work for project is carried out, and cost estimates for project prepared, based on design.
7. Costs estimated for each property owner, and owners notified of same.
8. After proper notice, City Council holds hearing on project. During 30-day notice period, objectors may sign a petition of protest. Signatures by owners of 60% of total assessed valuation of property in District will automatically terminate project under State law. Otherwise, City Council may terminate or approve project at conclusion of hearing.

for setting up assessments (Yakima applies different rates based on numbers of employees in businesses). The law permits rates to vary between classes of businesses.

The PBIA is established by city ordinance, which sets out, among other things, the boundaries of the PBIA, initial assessment rates, and uses to which revenue will be put. Although City Council has full authority in the matter, it may appoint or delegate an advisory body, and may contract with business associations to administer the operation of a PBIA, in conformity with State and local laws.

After due notice and hearing, Council may change the assessment rates. Assessment rates within the PBIA may also vary if "benefit zones" are established, reflecting different degrees of benefit from the improvements. Procedures are also set forth for dissolution of a PBIA.

Applicability to Port Angeles: The LID probably provides a better (certainly more familiar and understood) tool for downtown improvements in Port Angeles. However, should the City or Downtown Development Group (or other business group) wish to become involved in downtown business promotion, decorations, festivals or similar activities, the PBIA would provide an approach where all businesses would legally share in the costs. Parking space could also be developed and operated under a PBIA. It might afford an alternative to parking validation, since all businesses would be participating in costs on a mandatory basis through assessments. It is also possible that awnings and similar embellishments could be construed as decorations and thereby appropriate for PBIA funding.

Funding Availability: Since funding flows from assessments on business, there is no specific limit on how much might be raised under a PBIA. Experience in Yakima shows that there are practical limits and that generally more funds can be raised through an LID than under a PBIA. The limits basically are set by how much can reasonably (and legally) be levied against a very small (perhaps one or two person) business. Yakima's initial rate was \$20 per employee per year for businesses with five or fewer employees.

● c. Arterial City Street Fund

Purpose: The Arterial City Street Fund (ACSF) represents Port Angeles' share of State-collected gas tax money, reserved by statute for arterial highway capital improvements, subject to State approval and design standards. Funds are received monthly, and reflect Port Angeles' proportion of the urban population of the State.

The ACSF may be used legally for City traffic serviceability capital improvement; maintenance activities are disallowed. A project funded this way also must clearly have a preponderance of public benefit, as opposed to benefit to private property owners. ACSF may be used to match outside funding sources (except Urban Arterial Board funding) and may be a good component of an LID. Basically, the ACSF in Port Angeles is used to support the City Street Fund.

jurisdiction; nor bonds outstanding for utility purposes in excess of 2.5% of the total assessed value; nor bonds outstanding for parks and open spaces in excess of 2.5% of the total assessed value. Under the optimum combination, therefore, outstanding general obligation bonds could total 7.5% of the total assessed valuation. Bonds for utilities and for parks and open spaces must be approved by the voters as outlined earlier; bonds with value of up to 1.75% of the total assessed valuation may be authorized directly by City Council without public vote. This 1.75% is part of the 2.5% allowed for general purpose improvements.

The author has made no study of what amount of general obligation bonds are presently outstanding in Port Angeles, or for what purposes they may have been issued. The City undoubtedly is aware of the margin it has under the stated limitations for the issuance of additional bonds. (Note: bonds which are retired strictly from income from the improvement, funded by the bonds, commonly called "revenue bonds", are not subject to the limitations described herein. However, such bonds customarily are sold for such things as major utility improvements, where user fees guarantee an income for amortizing the bonds, as thus they appear not to be appropriate for downtown improvements in Port Angeles.)

to IAC; there is a possibility that this amount will be doubled next year. This compares with about \$7 million available each year under the Resolution 28 funding period. Some pressure is building for a new State bond issue, so it is possible that available funding will be greater in the future.

The Initiative 215 funds amount to about \$500,000 per year. Although this is a modest sum, the boat-orientation requirement is restrictive enough so that there is less competition for these funds. The possibility of getting funding for a Port Angeles boat-related project thus should be relatively good.

● b. Department of Fisheries

Purpose: The Department of Fisheries program which might offer some potential for the Port Angeles downtown improvement program is the fish enhancement program. The relevant aspect of this program is grant to construct fishing piers, reefs and other facilities, including support facilities, to enhance sports fishing opportunities. To qualify, projects must meet strict criteria which are discussed briefly in following paragraphs.

Procedure: The selection procedure for projects is largely an internal one involving the Department of Fisheries and the Inter-Agency Coordinating Committee, through which federal funds for fish enhancement flow. At time of writing, final selections were being made for the next biennium. If Port Angeles wishes to pursue this matter, it should be by letter and direct personal contacts, with appropriate staff as well as with the Director of the Department.

Applicability to Port Angeles: The types of projects in Port Angeles which might be perceived as receiving funding could be aspects of the Civic Pier, or a new Oak Street fishing pier, or an underwater reef in association with either. Four criteria must be met for any project to be eligible: (1) biological conditions (proper water depths, bottom conditions, etc.) must be such as to insure maximum fish habitat; (2) a local agency must be available to maintain and operate the facility; (3) compatible development must exist or be committed to development on the shore area adjacent to the facility; and (4) it must be available to open public access. Another item of possible concern is that in the past, the Department has required that title to the facility be with the State. Some Departmental staff persons feel there could be some relaxation of this provided that there was legal assurance that the facility would remain in public use for a long period of time.

The individual heading the Fish Enhancement Division feels that a site in Port Angeles might not meet the first condition. He stressed that having an adequate site in terms of biological conditions was not sufficient; the site must be optimum and not many areas qualify. He also said that a large habitat must be available in order to assure a true regional appeal for the facility.

limited, and funds generally committed long in advance, only brief mention is made of them in this report. One program, Federal Aid, Urban System (FAM), provides funds in proportion to the population of Port Angeles as compared with population of all jurisdictions, and may be used to reimburse the City for about 80% of the costs on arterial-related programs. Criteria are similar for those followed in the Arterial City Street Fund program defined previously, except that there has been a bit more flexibility in defining safety and capacity improvements and thus in use of funds. In Port Angeles, FAM money has generally been devoted to signalization and other traffic control measures. It could be spent for bikeways, bridge repair, etc. on arterials. The only eligible arterial downtown is Lincoln Street. For the three-year 1976-77-78 period, \$180,000 is available and committed. Funds will probably be increased somewhat in the 1979-80-81 period.

The Federal Aid Primary (FAP) program funds projects of the Department of Transportation relating to improvement of designated primary federal highways (in the case of Port Angeles, U.S. 101 only). No funds currently are allocated to work in Port Angeles.

A third program with some possible applicability to downtown Port Angeles is the Federal Aid Safety Program (FASP). This is a miscellaneous "bag" of several federal funding sources. Funds in the program are limited and therefore only relatively minor safety-related street improvements generally are funded. Port Angeles currently has an allocation of \$12,000 for street line painting in the downtown area.

● e. Coastal Zone Management Program (CZMP)

Purpose: The "306" program of CZMP is the one currently open for local jurisdiction grants (the earlier "305" program, which focused on basic coastal zone planning, no longer is funded). The "306" program basically is used to assist with administrative costs in supporting the coastal zone management programs of cities and counties, and of the State. However, the Department of Ecology, which administers the program for the State, recently determined that "306" funds could be used for certain planning activities such as planning for beach accesses, shoreline nature trails, etc., in addition to purely administrative tasks.

Procedure: Port Angeles is familiar with the process of application for coastal zone funds, having received a grant in the past.

Applicability to Port Angeles: Port Angeles currently has a \$4,800 "306" grant which is being used to help support the salary of an assistant planner working closely with CZM projects. The Department of Ecology advises that Port Angeles could increase the scope of its activities in the future, along the planning lines suggested previously.

Funding Availability: On a State-wide basis (only coastal counties and cities are eligible) \$540,000 will be available in the funding year commencing in June, 1979. There is no maximum for any city, except the larger number of applicants and the limited funds poses practical limitations.

increment financing) would greatly enhance the prospects of favorable legislative action. Port Angeles may also wish to push for changing the name of the approach from "tax increment financing" to "public improvement financing" or "value increment financing". Ultimately, a public vote on the necessary constitutional amendment will be required, and use of the word "Tax" in the ballot description has been misunderstood and proven to be a barrier to voter support in the past.

Economic Assistance Authority (EAA), where it must be matched by State funds (the State may use its revenue sharing grants as State match). The total mix must be 80% federal and 20% state. EAA (which is a branch of the Department of Commerce and Economic Development) can make funds available to localities for job-creating projects. Generally these funds are distributed on the basis of outright grants of 20% or more of project cost, with the balance of project cost being loaned by EAA. One problem is that federal requirements dictate that loan interest be at the normal federal rate, which is about 50% higher than the State rate.

Applicability to Port Angeles: In terms of the downtown improvement program, a number of potential projects would be technically eligible, if it can be shown that the overall improvement program will create jobs. Application has been made in the past for Title I funds for the Civic Pier and most recently, for overall downtown improvement. (The most recent request was for help in funding an overall downtown/Pier program of \$3.9 million.) Although these requests were not funded, they do tend to establish a defacto priority for future consideration. The types of projects which should be eligible for Title I, Section 304 (through the EAA), PWIP or LPW funding include street and sidewalk improvements, utility construction or upgrading, parking facilities, marine sciences laboratory, and waterfront improvements designed to increase jobs stemming from the tourist trade.

The labor-intensive LPW program may have little applicability to Port Angeles, even if the program is funded, since it clearly is designed to provide for large forces of people doing maintenance-type jobs in large urban centers. However, the program should be kept under observation as it moves slowly towards approval to see if final guidelines offer potential to Port Angeles.

Funding Availability: By far the greatest amount of funds in the past several years has been available through the first two rounds of the LPW program. Nationally, the first round distributed \$2 billion and the second round \$4 billion. The third round, now being considered by Congress, is pegged at \$2 billion, which should bring \$108 million for projects in Washington State. Since this is an election year, observers feel chances of congressional approval are high.

The regular Title I program, although consistently funded year after year, is "thin" by comparison, with \$4-5 million usually available annually for all Washington State projects. PWIP accounts for somewhere between 10 and 35% of this Title I money. The amount of 304 funds available through the State EAA depends largely on how far the State is willing to go in matching federal monies.

The LPW program (sometimes referred to as "leaf raking") probably will not be funded until next year. Early consideration is for a program of \$1 billion, largely however, to be used in large cities where labor-intensive programs may be most needed.

allocate 65-75% of this to comprehensive programs and the balance to single purpose programs. Past experience indicates that requests for funding will substantially exceed funds available.

● c. National Endowment for the Arts

General Note: The National Endowment for the Arts (referred to hereafter as "Endowment", offers a number of grant programs. Two appear to be of most possible value to Port Angeles: the Livable Cities program and the Cultural Facilities Research and Design program. Only these programs will be covered in the following brief summary.

Purpose: The goal of the Livable Cities program is "to encourage improving our built environment so that it is more responsive to human needs Funds will be used to support innovative and practical projects which apply creative solutions to shaping our cities, towns and countryside." The preceding quotes from Endowment application guidelines, and other material therein, make it clear that these grants are intended to support research, planning and conceptualization of projects which emphasize beauty and aesthetics in a manner to provide broad exhilaration and lifting of the spirit in the community. Consideration is given to projects only where top-flight designers are involved. Within this overall context, a great deal of latitude seems to exist on the type of projects which may be involved.

The Cultural Facilities Research and Design program is aimed at feasibility studies, planning, design, preparation of promotional materials and other front-end aspects of developing cultural facilities such as theaters, concert halls and museums. Special emphasis is placed on rehabilitation of worthy old buildings for use as such facilities.

Procedure: Both programs are subject to the same application procedure. Forthcoming application deadlines are June 22, 1978, and January 25, 1979, with projects beginning about six months thereafter. The procedure involves submitting applications on special forms provided. These are reviewed by Grants Office and Program Offices for completeness, and then forwarded to advisory panels for review. These panels are composed of professionals in the relevant field, and they review proposals for compliance with guideline criteria. Ultimately, these panels recommend whether or not a project should be funded. Suggestions from an Advisory Panel may be incorporated into the proposed grant. All applications, with panel recommendations, are forwarded to the 26-member National Council on the Arts, which makes further recommendations after review. The Chairman of the Endowment makes the final decisions on approval or rejection of grant requests, after considering all recommendations.

There is no regional office closer than Chicago, so work in this area customarily is directly with the Washington, D.C., headquarters of the Endowment.

Applicability to Port Angeles: The State Department of Transportation completed a transportation plan for Clallam County last year which qualifies both the county and Port Angeles for additional funding. Diversified Industries, Inc. has made application to the state under the section 16 (B) (2) program for three van type automobiles and should receive them in the near future. It appears that one of the local agencies in the Port Angeles area have availed themselves of the funding under section 3 of the UMTA Act.

Funding Availability: As was previously mentioned, funds have been made available on behalf of Port Angeles to accomplish a transportation plan under section 9 of the UMTA Act. Funds have also been used under section 16 (B) (2) to provide Diversified Industries, Inc. with three vans. The section 3 program has not been used to date. Applications for this year's funding cycle closed last month, but the UMTA Act is funded through 1980 so it should be possible for other non-profit organizations and public agencies to make applications under section 16 (B) (2) and section 3.

• f. Pacific Northwest Regional Commission

Programs of the Pacific Northwest Regional Commission do not appear to have direct applicability to the downtown Port Angeles improvement program. However, they may have some usefulness for studies pertaining to, and operation of, the marine sciences laboratory proposed to be built on the waterfront. Therefore, the following information was passed along to Art Feiro at Peninsula College.

Summary of Program: The Pacific Northwest Regional Commission is comprised of the Governors of the states of Washington, Oregon and Idaho and a federally appointed official. Their association is designed to promote original research which is applicable and of value to the citizens in the three northwest states.

The funding mechanism for the commission is called the Pacific Northwest Demonstration Program funded under Title 5 Section 517 of the Public Works and Economic Development Act of 1965.

The three-state regional commission has received a grant from the federal government for \$7.1 million to further the commission's mandate. This money is to be used for planning and research (not bricks and mortar type projects) which is applicable to all three Northwest states, and hopefully carried out simultaneously in each of the jurisdictions. Eligible projects would be those dealing in such areas as maritime activities, forestry, agriculture, etc.

• g. Small Business Administration (SBA)

General Notes: The SBA programs unlike most others covered in this report, do not provide a means for funding any downtown public improvements. However, they might provide a source of help to individual businessmen or to a possible public development corporation or authority, so features of SBA loan programs are briefly summarized hereafter.

5. POSSIBLE IMPLEMENTATION MECHANISMS

Once a downtown improvement program has been formally adopted, an organizational structure or mechanism for supervising implementation of the program must be "ready to go." The author has examined several possibilities, which will be briefly summarized in the following paragraphs.

a. Lead Role with City Department

A common method of implementing a downtown improvement program is to assign basic responsibility to a City agency. Since the downtown program will be heavily oriented toward capital construction, the logical City department appears to be the Department of Public Works, which has experience in project management and implementation.

If this approach is followed, several preliminary steps should be taken. First is formally establishing a close relationship between the City agency and the Downtown Development Group. This step is vitally important because a successful project will require a joint City-private business effort. Provision should be made for regular review of progress and input of suggestions and criticisms from the Downtown Development Group to the City implementation agency.

Second, a task force of involved City agency representatives should be appointed to work with the lead agency (probably the Department of Public Works). The Planning Department and Department of Parks are obvious candidates for membership; others might be involved, depending on the nature of the improvement program.

Finally, lines of authority should be clearly established by City Council or the City Manager so that levels of responsibility are understood by all.



b. Lead Role with Downtown Development Group

An alternative possibility to project implementation leadership would be for the City to designate the Downtown Development Group to carry out such a role. This would have to be done by a formal contract or agreement, with the City agreeing to provide specific services which could not be delegated to a private group. Such services would include legal steps required for implementing a Local Improvement District.

A more formalized method for vesting responsibility in the Downtown Development group would be through the Parking and Business Improvement Area approach discussed next.

c. Lead Role with Parking and Business District Improvement Area Board

The Parking and Business Improvement Area approach reviewed in Section 2.6, in addition to providing a source of funding permits a possible approach to a project leadership role. If a P.B.I.A. were established, and particularly if such were to provide a major source of project revenue, the City is empowered under State law to contract with an existing

issue bonds or otherwise borrow money for its operations. It can receive income from the property it controls, or from sale of property. A logical approach for financing operation of the public corporation would be to create a revolving fund which would require some initial input of public or private funds, after which income from operation of the corporation should be expected to balance expenditures.

A public corporation would be directed by a Board of Trustees, Board of Directors, Council or body with similar name. This Board might be identical to the Board of the Downtown Development Group, or the City might choose to broaden it with some community-wide representation. However, it should be organized in such a fashion as to permit it to operate on a business-like basis because the corporation will in fact be a business. Basic responsibility for guiding implementation of the downtown improvement program could be vested in the public corporation.

e. Lead Roles with a Mix of the Preceding Approaches

It is possible that the most appropriate approach to leadership in program implementation will be a combination of the preceding possibilities. For example, all public capital improvements might be under the direction of the Department of Public Works, while complementary private actions would be the responsibility of the Downtown Development Group or, if one is developed, the public development corporation. In any such mix it will be necessary to maintain close liaison and cooperation between those responsible for the public and the private activities. The climate for such cooperation presently appears good in Port Angeles.

More details on a Public Development Corporation are found in Appendix B.

APPENDIX B

COSTS

PDC INFORMATION SEPARATE - SEE KEN'S COPY.

1.	Cost/Assessment Summary		
1.1	Downtown Beautification Project		
	1980 Costs		\$ 2,685,970
	Assessed Costs		230/front foot
1.2	Sidewalk Replacement		
	1980 Costs		2,434,244
	Assessed Costs		210/front foot
1.3	Alley Repairing/Utility Undergrounding		
	1980 Costs		600,934
	Assessed Costs		51/front foot
1.4	Undergrounding Balance of Overhead Utilities		
	1980 Costs		1,638,863
	Assessed Costs		140/front foot

Estimate of Construction Costs

Sheet _____ of _____



Kramer, Chin & Mayo, Inc.
 Consulting Engineers, Architects, Applied Scientists
 1917 First Avenue, Seattle, Washington 98101
 Phone (206) 447-5300

Job No. 055-1 Project Port Angeles LID Subject _____
 By: _____ Date: _____ Chkd By: _____ Date _____

ITEM NO.	DESCRIPTION & DIMENSIONS	QUANTITY	UNIT	UNIT PRICE	TOTAL
2.	Preliminary Cost Estimate" Based on schematic designs the following unit and project costs have been generated				
2.1	Unit Costs (NO SIDEWALK TREATMENT)				
	- Paving: 6" concrete with integral pattern				
	. Sidewalk planting strip with curb		s.f.	4.00	
	. Pedestrian bulbing at intersection and mid block with curb		s.f.	2.65	
	. Crosswalk flush with street surface		s.f.	2.50	
	. Base for planters/street furniture		s.f.	1.55	
	- Street Furniture/Landscaping				
	. Trees, Deciduous 2-2 1/2" Caliper, 10" - 12" ht.		ea.	125.00	
	. Tree Grates		ea.	250.00	
	- Pedestrian Lighting Standards		ea.	1,000.00	
	- Banners (hung from light standards)		ea.	50.00	
	- Planters - rough sawn cedar				
	. Type A) For sidewalk strips		ea.	480.00	
	. Type B) For intersection bulbs with benches and waste receptacles		ea.	350.00	
	. Type C) For mid-block bulbs with kiosks, benches, trash and newspaper receptacles		ea.	1,750.00	
	- Readerboard - cedar with painted signs		ea.	500.00	

Estimate of Construction Costs

Sheet _____ of _____



Kramer, Chin & Mayo, Inc.
 Consulting Engineers, Architects, Applied Scientists
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 Phone (206) 447-5300

Job No. 055-1 Project Port Angeles LID Subject _____
 By: _____ Date: _____ Chkd By: _____ Date: _____

ITEM NO.	DESCRIPTION & DIMENSIONS	QUANTITY	UNIT	UNIT PRICE	TOTAL
2.3	Special Features				
	- Redevelopment Fountain Plaza				
	. Paving	1920	s.f.	2.50	4800.00
	. Trees	11	ea.	125.00	1375.00
	. Tree grates	11	ea.		2750.00
	. Planter	1	ea.	1500.00	1500.00
	. Planter	1	ea.	480.00	480.00
	. Kiosks	2	ea.	1000.00	2000.00
	Total Cost				12905.00
	- Town Entry				
	. Trees	84	ea.	100.00	8400.00
	. Lighting Standards	8	ea.	1000.00	8000.00
	. Banners	16	ea.	50.00	800.00
	. Signing - Directional Informational	4	ea.	750.00	3000.00
	Total Cost				20600.00
2.4	Downtown Beautification Cost				
	- 21 typical blocks development	21	ea.	63821.00	1340241.00
	- Special Features				
	. Plaza	1	ea.	12905.00	12905.00
	. Town Entry	1	ea.	20600	20600.00
	- Total Base Construction Cost				1373746.00

Estimate of Construction Costs

Sheet _____ of _____



Kramer, Chin & Mayo, Inc.

Consulting Engineers, Architects, Applied Scientists
1917 First Avenue, Seattle, Washington 98101
Phone (206) 447-5300

Job No. 055-1 Project Port Angeles LID Subject _____
By: _____ Date: _____ Chkd By: _____ Date: _____

ITEM NO.	DESCRIPTION & DIMENSIONS	QUANTITY	UNIT	UNIT PRICE	TOTAL
	. Fees and Administration at 25% -----				392,175
	- Estimated 1978 Cost -----				2,045,584
	- Estimated 1980 Cost at 119% -----				2,434,244
2.6	Alley Repavement/Utility Undergrounding				
	- 25' Alley repairing identical to sidewalk pattern - no modification to alley sub-structure	1,800	s.f. 1.f.	1.55 38.75	69,750
	- Undergrounding Electrical Utilities	1,800	1.f.	132.00	237,600
	- Base Construction Cost -----				307,350
	. Mobilization and Permits at 5% -----				15,367
	Subtotal -----				322,717
	. Contingency at 20% -----				64,543
	Subtotal -----				387,260
	. Tax at 5.4% -----				20,912
	. Fees and Administration at 25% -----				96,815
	- Estimated 1978 Cost -----				504,987
	- Estimated 1980 Cost at 119% -----				600,934
2.7	Undergrounding Balance of Overhead Utilities in HD Area	5,350	1.f.	132.00	838,200
	- Base Construction Cost -----				838,200
	. Mobilization and Permits at 5% -----				41,910
	Subtotal -----				1,056,132
	. Contingency -----				176,022
	Subtotal -----				1,056,132

3. Assessment Costs/Assumptions

Within the LID boundaries there exists a total of approximately 11690 assessable front feet based on the following assumptions: (INCLUDES N.SIDE R.R.AVE.)

1. Front footage considered to be on First, Front or Railroad Avenue unless an individual property does not bound on any of those streets - in that case side street front footage is counted.
2. Footage counted on developed r.o.w. only.
3. Front exposure considered to mid-block only - e.g., individual properties having frontage on both Railroad Avenue and Front Street are assessed twice.
4. Frontage on north side of Railroad Avenue from Lincoln to Oak was counted as assessable footage for leaseholders.
5. Front footage owned by the City of Port Angeles, or other public agencies was considered assessable.

Downtown Beautification Project

1980 Costs	\$ 2,685,970.00
Assessed Costs	230/front foot

Sidewalk Replacement	2,434,244.00
----------------------	--------------

1980 Costs	
Assessed Costs	210/front foot

Alley Repairing/Utility Undergrounding

1980 Costs	600,934.00
Assessed Costs	50/front foot

Undergrounding Balance of Overhead Utilities

1980 Costs	1,638,863.00
Assessed Costs	\$ 140/front foot

APPENDIX C
QUESTIONNAIRE TALLY

PORT ANGELES LID

66 RETURNED
245 DISTRIBUTED

PROPERTY OWNER AND MERCHANT QUESTIONNAIRE

Your Name RESULTS: 5/15/78 Phone Number _____
Building name, address, and/or business name _____

PART ONE: Answer in regard to the area immediately around your property or business.

1. Are any of the following a problem around your property or business?
Explain any yes.

Yes	Yes	Yes
<u>22/35%</u> Noise	<u>3/5%</u> Rain	<u>6/10%</u> Sun (Glare)
<u>7/11%</u> Odors	<u>13/21%</u> Wind	<u>26/42%</u> Blowing Dust

* Others and Explanations _____

2. Do you currently have any problems or concerns about the following services?
Explain any yes.

Yes	Yes
<u>1/2%</u> Water	<u>7/11%</u> Storm Water Drainage
<u>3/5%</u> Sewers	Power
<u>12/19%</u> Alley Maintenance	<u>19/31%</u> Customer Parking
<u>8/13%</u> Truck Loading	<u>19/31%</u> Employee Parking
<u>11/18%</u> Street Cleaning	<u>17/27%</u> Garbage Containers & Collection

* Others and Explanations _____

3. Is there an empty space under the sidewalk or street on any side of your building? Yes 4/23%

- a. If so, is the space at all accessible from your building?
Yes _____ No _____
- b. Where is the space? _____
- c. Do you use the space for anything? Yes _____ No _____
If not, why? _____

* NOTE: If there is not sufficient space to answer, please write at end or on additional paper.

RANKED IN TOP 5 OR CHECKED

CROSSED OUT

<u>8</u> More benches	<u>1</u>
<u>29</u> Trees and landscaping along street	<u>1</u>
<u>9</u> New nighttime lighting	<u>1</u>
<u>21</u> Signing ordinance to improve downtown image	<u>1</u>
<u>26</u> Design guidelines for new buildings and remodeling of old	<u>1</u>
<u>5</u> Improved access for the handicapped	<u>1</u>
<u>4</u> Bicycle racks	<u>3</u>
<u>5</u> Ornamental fountains	<u>4</u>
<u>6</u> New and/or more litter containers	<u>2</u>
<u>5</u> Bicycle path	<u>2</u>
<u>5</u> Drinking fountains	<u>4</u>
<u>4</u> Sculpture or other art works	<u>2</u>
<u>7</u> Outdoor business and current activities directory	<u>2</u>
<u>10</u> Special sidewalk paving	<u>1</u>
<u>17</u> Limit street parking to one hour or less	<u>4</u>
<u>2</u> New, redesigned/located newsstands	<u>5</u>
<u>4</u> Children's play area	<u>5</u>
<u>8</u> Mini-park	<u>1</u>
<u>11</u> Continuous covered pedestrian walkways	<u>2</u>
<u>5</u> Encourage individual property owners to provide covered pedestrian walkways	<u>2</u>
<u>12</u> Public transportation system downtown	<u>2</u>
<u>15</u> Provide more downtown parking	<u>3</u>
<u>15</u> All wiring placed underground	<u>1</u>
<u>14</u> Alleys repaired and upgraded for retail and pedestrian use	<u>1</u>
<u>3</u> Others (specify) _____	

4. Do you have any other comments, ideas, or concerns?

Part Two/Question Four continued

- . The downtown image should be improved before concerns with harbor tours - displays, etc. If downtown areas look bad - people will avoid any extra visits there.
 - . Reroute loaded logging and chip trucks out of downtown commercial area.
 - . Visitors marina - north of Bayshore customs office in Blackball area; also room for boat insp. tender; directional signs - coming off ferry traffic - one way Laurel St. to south; one way Oak St. to south. Parking necessary adjacent to Blackball; public restrooms needed; keep industrial west of Oak St.; The port should help lead to improve waterfront area; ferry terminal - awkward to berth.
 - . There are too many downtown employees using parking spaces on streets and in short-term parking lots that should be left for shoppers.
 - . More commercial space made available is essential in order to keep downtown P.A. alive. More parking space is needed to feed any new development. A more attractive environment is needed to attract non-tourist trade. I have a great concern in keeping downtown alive -- more out of town malls are being developed which will completely destroy the in-town businesses. I strongly feel downtown is an area for commercial development not professional and finance offices.
 - . I feel that Port Angeles could really emphasize the waterfront location and the natural beauty of a city located between mountains and water. Any improvement that could possibly give the town a more united overall appearance (a little style).
 - . Bus, and Black Ball Terminal together with harbor tours, Hurricane Ridge Tower
 - . First, I would want a better idea of how the LID relates to city and county planning efforts. So long as linear (strip) development occurs and major development costs are shifted to the public at large through inefficient service systems financed through general revenues, efforts to improve conditions in any one area are made more difficult. Obviously, there is a problem of defining causation involved: the "city" is vitiated by developments at the fringe but, given the conditions downtown, it is not surprising that investment is not occurring there.
- I would hope that any study of downtown design would directly address the exploitation of natural site. This is a port on a major world waterway. One would never know this while in the downtown area. The dominant east-west development pattern effectively isolates water from town. Such isolation is both visual and physical. I have not examined the proposed pier but hope that it is tied to a series of pedestrian walkways cutting through the long east-west blocks. Such walkways might be part of a series of landscaped, small scale parking lots which may be required to provide parking.

Part Two/Question Four continued

- . This town is looking like a dying depressed area. Local property owners do need some support to upgrade their own properties; Design Guidelines and strong incentives are needed to force this to happen. The old Lee Hotel for one glaring example. Unifying any area gives that area a flavor people appreciate and remember. Unifying paint color in 2 or 3 blocks might do it. Variety within unity gives an overall peaceful feeling
- . Original idea of public pier on the east end of Railroad and marine lab and aquarium on west end should be carried out. Offering a drawing point on either end would cause people to move.
- . In conjunction with a waterfront park there should be transient moorage. It is inconvenient for boaters to travel from the existing marina to the downtown area.
- . Industrial zone immediately west of downtown is a hazard to good downtown development. Should be some kind of buffer zone to prevent incompatible use adjacent to downtown. Need more downtown tourist attractions, including restaurant with water view. And another large hotel or motel.
- . Study Sausalito, Avolm, other waterfront areas. We have a lot of tourists captive here awaiting ferry and there is little for them to do.
- . With an improved waterfront, a downtown plaza near it would be perfect. The obvious place for this in North of Front from Lincoln to Cherry. Use the lower level for underground parking. I can't think of a single building on those blocks worth keeping. A large plaza with planned commercial development incorporating covered walkways, landscaping, bike paths, commercial vehicles only w/lighting and strait views, direct ferry traffic around it. A parking garage to add to underground space and placed to encourage ferry traffic to stop and enjoy plāze business and waterfront. This puts business and people away from heavy and getting heavier 1st and Front traffic. Add to this access by public transportation. Possibly a small amphitheatre for cultural activities.

BIBLIOGRAPHY