

GROWTH
MANAGEMENT
ADVISORY
COMMITTEE COMP
PLAN
RECOMMENDATION

1992



MEMORANDUM

TO: Planning Commission

FROM: Planning Department

DATE: November 18, 1992

ISSUE: Review of the Growth Management Advisory Committee's (GMAC) recommended Draft Comprehensive Plan.

BACKGROUND:

This evening's meeting is the second opportunity for the public to comment on the GMAC's recommended Draft Comprehensive Plan and the first opportunity for City staff.

DISCUSSION:

General Comments

It should be noted that the GMAC has stressed that the recommended Draft Plan is not the completed document, it still requires the completion of the Capital Facilities Element (CFE) and this should be kept in mind when reviewing it at this time. The purpose for sending the Draft Plan to the Planning Commission without the CFE is to allow the public and the Planning Commission the earliest opportunity possible to begin reviewing those elements that have been completed. As soon as the Capital Facilities Element is completed, the CFE, as well as any necessary changes to other elements and the Draft Environmental Impact Statement will be presented to the Planning Commission for final consideration and additional public review and comment.

The Planning Department's review only addresses the Draft Plan's goals and policies at this time since these are the legal statements with which future plans and decisions must be consistent. The Draft Plan's narrative text is considered as informational and subject to updates and revision as the Draft Plan proceeds through the adoption process.

It is also important to note that the City has recognized the importance of working with the County in planning for the City's required urban growth area and since the County has not yet

established the urban growth area for Port Angeles, the Draft Plan only addresses land currently located within the City. As soon as the County establishes the urban growth area for Port Angeles, joint planning for that area can begin.

"Should" Versus "Shall"

It is staff's opinion that the Comprehensive Plan should be a "policy" document, not a "regulatory" document. Its primary purpose is to establish the desires of the community and to translate them into goals and policies. Staff feels the use of the word "shall" in the policies make them "regulatory" statements, as opposed to "policy" statements. Such "regulatory" statements belong in the City's ordinances which are to implement the Comprehensive Plan's policies.

There are some instances, when a policy is referencing a particular action that is required by state or federal law, that the use of the word "shall" may be appropriate. However, in most instances, staff feels it is important to use the word "should" which again, expresses the desire of the community and keeps the Comprehensive Plan a "policy" document. This allows the City flexibility in determining how the implementing ordinances can best achieve the desired purpose of Comprehensive Plan's goals and policies.

Department Reviews

The Draft Plan was distributed to each of the City's departments for review and comment. At the time of this report was written, the Planning Department received comments for the City Light Department, the Public Works Department and the City Attorney's Office. The Planning Department staff has discussed all of the comments with the respective departments and has incorporated many of them into the Planning Department's recommendation (Attachments A, B & C).

The City Light Department's comments were general in nature and pointed out their observation that the Public Services and Utilities Element and the Conservation Element have much stricter policy guidelines than the other elements. They suggested that all elements of the Plan should have the same or at least similar emphasis.

The Public Work Department's specific comments are attached as Attachment D. These comments have been incorporated into the Planning Department's recommendation.

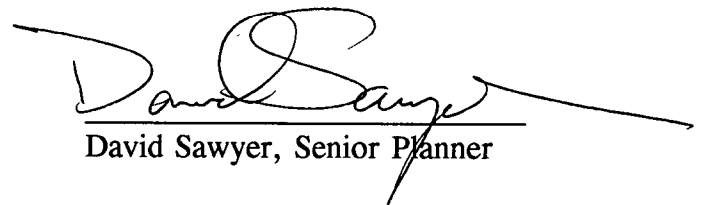
The City Attorney's specific comments are attached as Attachment E. Many of these comments have been incorporated into the Planning Department's recommendation, while others will be addressed in the Capital Facilities Element.

RECOMMENDATIONS:

1. The Planning Department recommends the following actions by the Planning Commission.

- A. If the Planning Commission feels there is a need to continue the public hearing, the Commission should continue the public hearing to either December 16th or 23rd.
 - B. The Planning Commission should send the Draft Comprehensive Plan along with staff's recommended changes and a record of the public comments received to date to the GMAC for consideration and potential revision.
 - C. The Planning Commission should schedule a workshop with the GMAC either December 16th or 23rd to receive and discuss any comments on the staff's recommended changes and any subsequent revision to the Draft Plan from the GMAC.
 - D. The Planning Commission should defer making any recommendation on the Draft Comprehensive Plan until the Draft Environmental Impact Statement is available for their review.
2. The Planning Department recommends the following changes to the Draft Comprehensive Plan as presented by the Growth Management Advisory Committee.
- A. Recommended changes to the Draft Comprehensive Plan's goals and policies are identified in Attachment A.
 - B. Recommended changes to the Draft Comprehensive Plan's Land Use Map are identified in Attachment B.
 - C. Recommended changes to the Draft Comprehensive Plan's Circulation Map are identified in Attachment C.

Respectfully Submitted by,



David Sawyer, Senior Planner

IV. GROWTH MANAGEMENT ELEMENT

General Comments

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

The City also agreed with Clallam County that the preferable method of planning for the Port Angeles Urban Growth Area is a joint co-operative effort between the City and the County.

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

Goals and Policies

Goal

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

Policies

- 1. In all its actions, the City shall strive to implement the following goals of the State Growth Management Act:
 - A. Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
 - B. Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
 - C. Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
 - D. Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

ATTACHMENT A

- E. Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services and public facilities.
- F. Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- G. Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- H. Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- I. Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- J. Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- K. Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- L. Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- M. Historic preservation. Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.

- ~~12~~. The Port Angeles Urban Growth Area (PAUGA) should be established based upon land use demand as determined by the ~~Clallam County~~ 20-year population forecast ~~of population~~ for Clallam the County and specified sub-areas, so long as the county-wide forecast is not less than the most recent forecasts available from the State Office of Financial Management.
- ~~23~~. The City should recognize a density of one unit per acre as urban/suburban and should consider this density as the demarcation between urban and rural for purposes of establishing or amending the PAUGA.
- ~~34~~. The PAUGA should include areas characterized by urban growth adjacent to the existing City boundaries and should take into account the area's physical features ~~of the land~~.
- ~~45~~. Land designated for commercial or industrial uses which encourage adjacent urban development should be located within the PAUGA.
- ~~56~~. The amount of acreage designated for commercial, industrial or other non-residential uses within the PAUGA should be based upon the City's Land Use Element and Economic Development Element in the City's Comprehensive Plan.
- ~~67~~. The PAUGA should be established to avoid critical areas, except where addressed as part of the city's comprehensive plan, and to exclude resource lands.
- ~~78~~. The City should work with the County to develop an annexation plan which allows the annexation of land characterized by urban development and is consistent with the extension of services and the land development policies of the City's Comprehensive Plan and Capital Facilities Plan.
- ~~89~~. Urban services to be provided within the PAUGA should include, at a minimum, sanitary sewer systems, solid waste collection/disposal systems, water systems, urban roads and pedestrian facilities, street cleaning services, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.
- ~~910~~. Urban services/facilities required to meet the needs of new development shall be provided, or shall be planned to be available, within six years in order to meet the levels of services established for such services.
- ~~1011~~. Urban services/facilities should be provided and constructed to meet the design and construction standards of the City.

- ~~11~~12. The City or service provider ~~shall~~ should demonstrate the financial capability for continued operation of the facility following construction.
- ~~12~~13. The City should work with the County and other service providers to determine the appropriate levels of service for such facilities and services and to ensure consistency between service provision within the City, the PAUGA and the County.
- ~~13~~14. The City should work with the County to ensure appropriate techniques for managing future growth consistent with the urban density, such as a minimum density within the PAUGA and a maximum density outside the PAUGA. A range of densities should be provided for by the City for lands within the PAUGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multi-family development.
- ~~14~~15. Regulations to protect critical areas which occur within the PAUGA should be developed to ensure protection of such areas.
16. All development regulations should be promulgated with due regard for private property rights in order to avoid regulatory takings or violation of due process and to protect property rights of landowners from arbitrary and discriminatory actions.

V. LAND-USE ELEMENT

General Comments

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

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

These land use categories are described below.

Low Density Residential (1 - 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 from 1 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 (10 - 15 Units per Net Acre)

This category applies to areas intended for the development of multiple residential unit projects including townhomes, condominiums, apartments and planned residential developments at a density from 10 to 15 units per net acre.

High Density Residential (Over 15 Units per Net Acre)

The High Density Residential category allows for development at a density over 15 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. The use of such areas shall be limited to only that necessary and which does not degrade the significance of the area.

Residential Goals and Policies

Goal

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

Policies

1. Urban services ~~should~~ shall be available for all residential areas either prior to or at the time of development, not after.
2. All residential development should ~~be encouraged to~~ install underground utilities.
3. Where possible, 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 street.
4. All residential developments should be designed with the provisions of fire protection and service vehicle access as a key factors in street design and circulation pattern. For efficient circulation rights-of-way should be obtained and improvements encouraged to further the grid street pattern of the City. Cul-de-sacs maybe permitted when designed as an integral part of the major grid street pattern of the City.
5. Building density should decrease as natural constraints increase.
6. All residential developments should preserve and capitalize on existing unusual, unique, and interesting natural features, should utilize and

preserve scenic views, should maximize southern exposures, should offer protection from prevailing winds, and should be designed to minimize energy use.

7. Every effort should be made to consolidate and utilize land donated for public use to provide common open space, public buildings, and parks.
8. Planned Unit Development and Planned Residential Development techniques, where emphasis is on the overall density of the development rather than individual lots or dwelling units, ~~are encouraged for residential developments in both urban and suburban areas.~~

Goal

- B. **A 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 some residential districts may be composed primarily of residential uses of a uniform density, a healthy, viable residential district should be composed of primarily 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 located on arterials of sufficient size to satisfy traffic demand, in order 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 ~~have~~ adversely impact ~~upon~~ 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 dwelling unit for land use purposes.

Commercial Goals and Policies

Goal

- C. To create and maintain a healthy and diverse commercial sector of 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 and the desired urban design and character of the City.
2. Public uses such as government offices, public service buildings and other public and quasi-public facilities and services ~~may~~ should be allowed in commercially designated areas.

Goal

- D. To provide shopping opportunities which meet the everyday needs of all City residents 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. New commercial developments should occur only where ~~streets and access, and sewer, water, and power~~ appropriate urban services are adequate to accommodate them. These developments should follow a cluster configuration rather than a strip pattern.
2. Commercial areas should be buffered to minimize the impact on adjacent uses.
3. Service access should be distinct from parking areas and separated from pedestrian areas wherever and whenever possible to accommodate pedestrian and vehicular traffic.

4. Commercial strip development outside the Highway 101 corridor should be discouraged.
5. Commercial uses should not be allowed along the alternative cross-town route (See Figure X).
6. District shopping areas should be located at the intersections of arterials of sufficient size to satisfy traffic demand and at the boundaries of neighborhoods so that more than one neighborhood may be served.
7. District shopping area uses should be allowed in residentially designated areas as long they are in accordance with the planning area/district/neighborhood land use concept.
8. New shopping centers should be encouraged to locate within the Highway 101 corridor.

Goal

- E. To provide a pleasant, safe and attractive shopping environment in the ~~historie~~ historical 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 ~~historical~~ traditional downtown should re-emphasize its waterfront location and historic heritage, should be oriented to pedestrian traffic, should provide maximum enjoyment of the environment and public amenities ~~and~~ as well as protection from adverse weather conditions. Pedestrian and tourist oriented retail development should be encouraged to locate in the historic downtown.
2. The City should continue to promote improvements to the ~~historie~~ historical traditional downtown area, through beautification projects and in cooperation with downtown business associates and the Main Street Program.
3. High density residential uses should be encouraged as part of a mixed use development concept for the downtown area.

Industrial Goals and Policies

Goal

- F. To create and maintain a healthy and diverse industrial sector of a balanced and stable local economy.

Policies

1. The City should promote the development of a cooperative intergovernmental plan for comprehensive development of industrial infrastructure and amenities to attract and support light and heavy industry.
2. Public uses such as government offices, public service buildings and other public and quasi-public facilities and services may be allowed in certain industrially designated areas.

Goal

- G. To provide opportunities for industrial development in a manner which efficiently uses the community's various attributes and natural resources, has a minimal impact on the environment and does not degrade the City's quality of life.

Policies

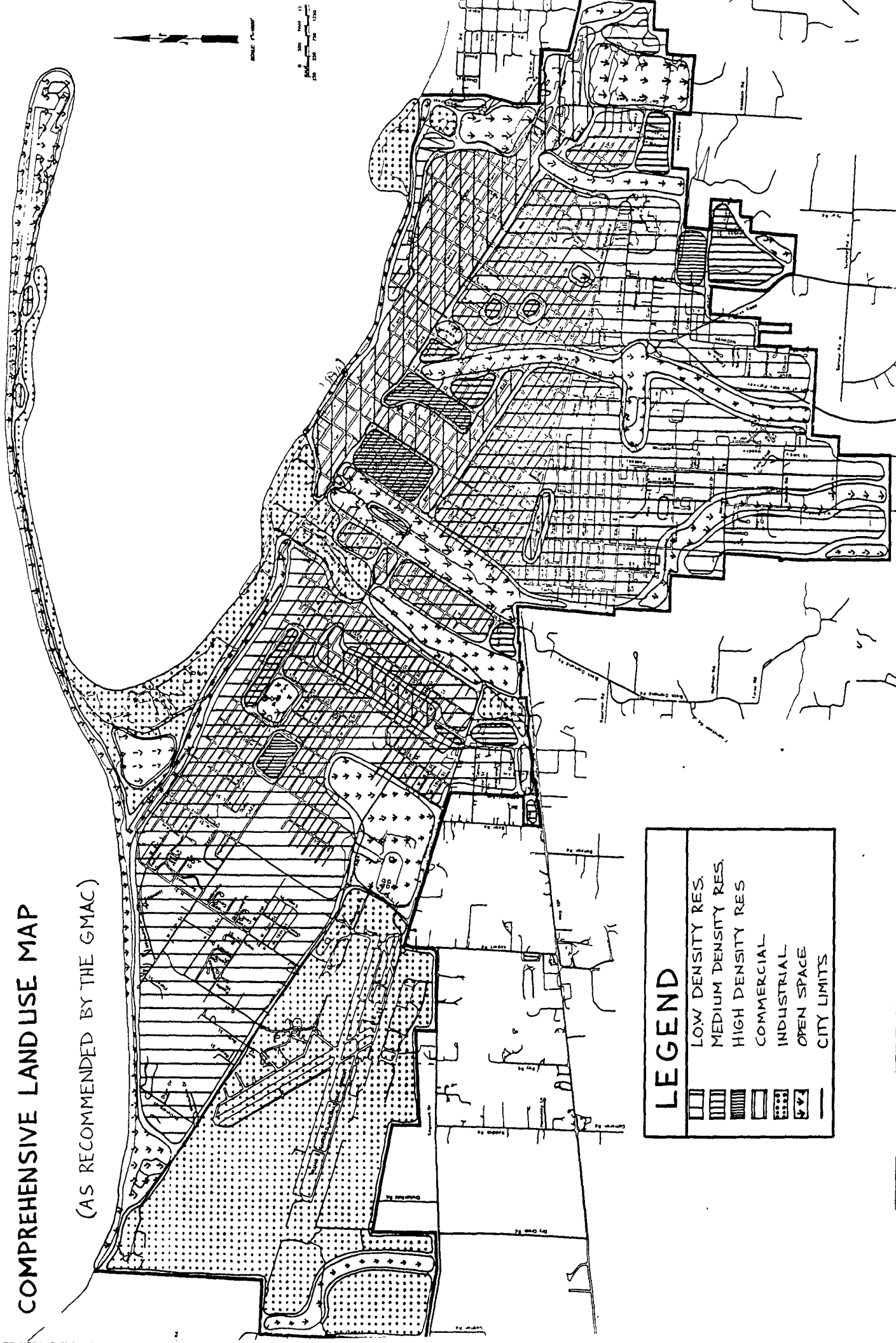
1. Infrastructure which makes sites attractive and ready to develop, including transportation facilities and utilities, should be available ~~to~~ at industrial parks. Industrial development should be encouraged to follow industrial park approaches.
2. Industrial zones should be buffered to mitigate nuisance and hazardous ~~attributes~~ characteristics such as noise, particulate matter in the air, water or odor pollution, or objectionable visual material.
3. Industrial activity should be located in two major areas: adjacent to the harbor and around the airport.
4. Because they are hazardous and detrimental to the community and 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.

Land-Use Map

The Comprehensive Plan Land Use Map is shown as Figure 11.

CITY OF PORT ANGELES COMPREHENSIVE LAND USE MAP

(AS RECOMMENDED BY THE GMAC)



LEGEND	
	LOW DENSITY RES.
	MEDIUM DENSITY RES.
	HIGH DENSITY RES.
	COMMERCIAL
	INDUSTRIAL
	OPEN SPACE
	CITY LIMITS

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 principle arterials, minor arterials, and collectors with the remaining streets classified as locals.

Goals and Policies

Goal

- A. To develop a coordinated, multi-modal circulation system which serves all areas of the city and all types of users in the most safe, economical and efficient manner possible.

Policies

1. ~~The design criteria for major, secondary and collector arterials and local streets established by the T.I.B Board should be used in Port Angeles.~~

New arterials, 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.

2. Arterial street rights-of-way should be acquired where feasible or legally established by the City in advance of the time of development in accordance with the Comprehensive Plan's Circulation Plan Map.

3. ~~New streets should be designed and constructed to conform to the Functional Classification Plan and standards as adopted by the City.~~

43. ~~Major, secondary~~ Principal, minor and collector arterials should be located on the edge of district boundaries wherever possible.

54. ~~Pedestrian, equestrian~~ and bicycle paths should be an integral part of the circulation system.

- ~~65.~~ ~~Consideration should be given to~~ The safety of non-motorized modes of transportation should be a primary consideration in the circulation system. Adequate sidewalks, crosswalks, bicycle paths and handicapped access should be provided.
76. The collector arterials and ~~neighborhood~~ local access streets should serve primarily local traffic with special emphasis on safety for pedestrian traffic.
87. Transit terminal locations which should include but not be limited to public transit, commercial bus, taxi, ferry, and airport shuttle services should be located as near to the downtown core as possible.
98. Traffic flow modifications such as signalization, signing and parking restrictions, channelization and one-way couplets, should be considered before physical alterations are made of existing streets. One-way couplets should be the last traffic flow modification used before physical alteration.
- ~~109.~~ The City should consider securing rights to the use of air space where it may be valuable to the community.
- ~~110.~~ Offstreet parking within business and residential areas should be adequate and accessible to assure that the traffic flow of the street is not impeded.
- ~~1211.~~ ~~Shopping center should be considered as a group with shared facilities with regards to parking.~~

The City should consider the potential of shared parking facilities when determining the need of shopping center parking facilities.

- ~~1312.~~ The public transit system should be supported to provide convenient access between neighborhoods, residential, commercial, and industrial areas and major community facilities.
- ~~1413.~~ The City should develop an alternative route for cross-town traffic.
- ~~1514.~~ In association with the proposed alternate cross-town route, the City should consider at a minimum the development of a full ~~intersection~~ access at Highway 101 and the Truck Route, improve the ~~interchange~~ intersection at Highway 101 and Pine Street, improve the ~~interchange~~ intersections at ~~Highway 101~~ Lauridsen Boulevard and Peabody Street, improve the Lauridsen Boulevard bridge over Peabody Creek, develop a ~~bridge crossings~~ bridge crossings over White's Creek and Ennis Creek, and ~~improve the interchange at Highway 101 and Golf Course Road/Pen Street~~ develop

right-of-way out Monroe Road and improve the intersection of Monroe Road and Highway 101.

16. The City should consider various methods to divert cross-town traffic around the downtown area.
17. The City should improve circulation to and around the airport and the airport industrial area including the improvement of Airport Road, Milwaukee Drive, and the intersection of Airport Road with Lauridsen Boulevard and Edgewood Drive.

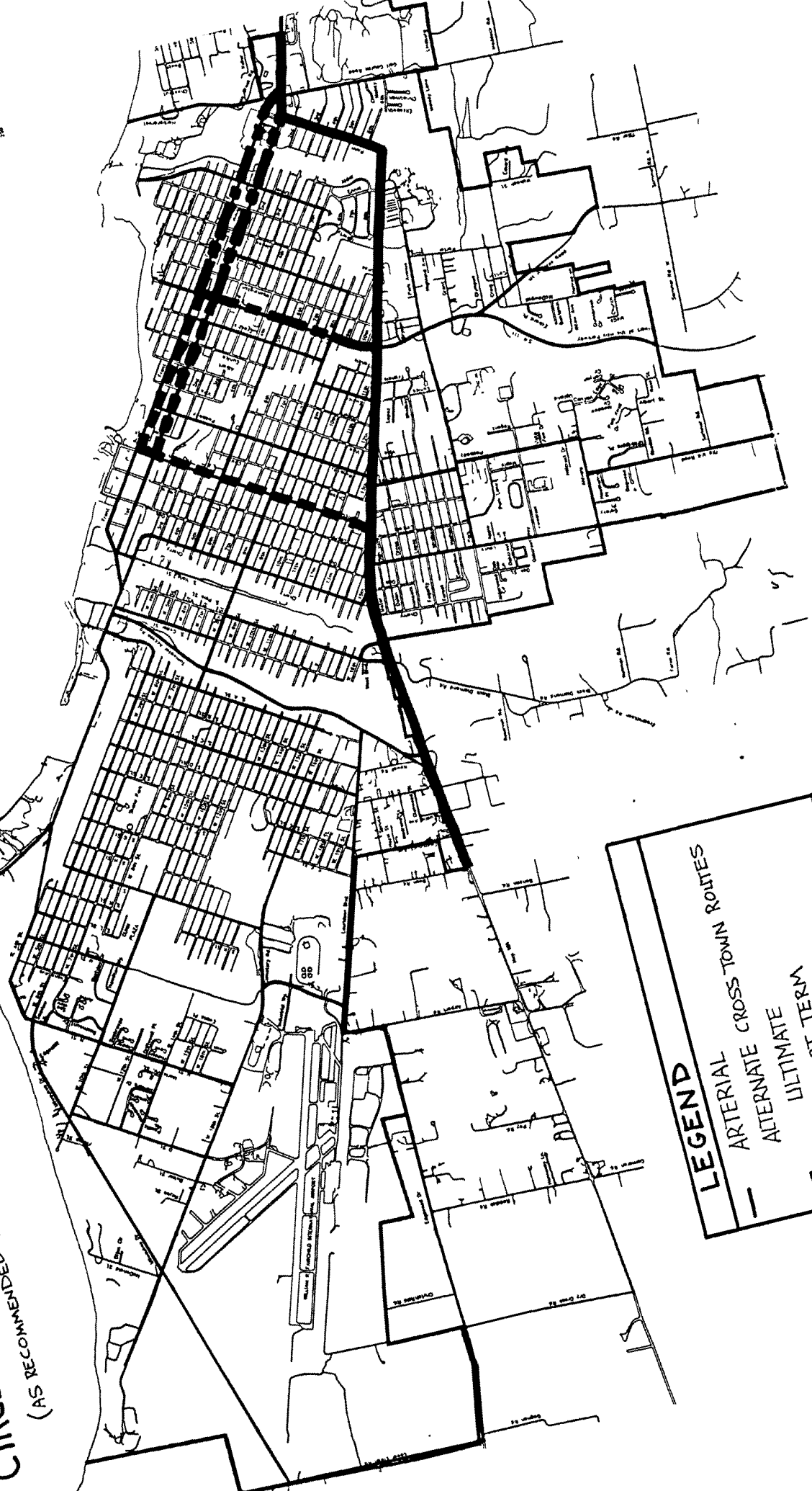
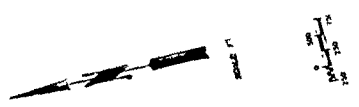
Circulation Plan Map

The Circulation Plan Map is shown as Figure 12.

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CITY OF PORT ANGELES CIRCULATION MAP

(AS RECOMMENDED BY THE S.M.A.C.)



LEGEND

- ARTERIAL
- ALTERNATE
- ULTIMATE
- SHORT TERM
- TEMPORARY

VII. UTILITIES AND PUBLIC SERVICES ELEMENT

General Comments

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

Goals and Policies

Goal

- A. To provide ~~or allow the opportunity for~~ services and facilities which enhance the quality of life for the Port Angeles citizens of ~~Port Angeles, spiritually, morally and physically and to provide such facilities and services to people of all ages,~~ characteristics, needs and interests.

Policies

1. Park and recreation facilities should ~~provide parks which are~~ be equitably distributed across the City's planning areas.
2. Public facilities ~~shall~~ should contain provisions for citizens with disabilities and should be constructed according to accepted standards.
3. Social services providing home care ~~may~~ should be located in residential neighborhoods in a manner that maintains the character of the immediate neighborhood.
4. Departmental comprehensive planning such as ~~water, sewer~~ utilities, and parks and recreation plans ~~shall~~ should be consistent with the City's Comprehensive Plan and should be implemented through ~~all~~ applicable land use approvals and construction permits.

Goal

- B. To support services and facilities at different levels of participation, always in ~~collaboration~~ cooperation with other public or private agencies.

Policies

1. The City ~~shall~~ should be the "primary responsible agency" and ~~shall~~ should take the lead in cooperation with other governmental entities to provide:

- * utility and emergency services;
 - * transportation infrastructure, including trails and sidewalks; and
 - * parks and recreation;
2. The City ~~shall~~ should participate as a "financial partner" to support essential programs and services including:
 - * youth recreation programs and facilities;
 - * library facilities;
 - * senior programs;
 - * affordable housing;
 - * facilities for senior programs;
 - * utility assistance for low income households; and
 - * social and public health services.
 3. As a "supporter," the City should promote and ~~enhance~~ cooperate in providing programs and services including:
 - * library programs such as information and assistance;
 - * affordable housing information and referral;
 - * economic and business development services;
 - * tourism information and services;
 - * schools and community learning;
 - * fine arts;
 - * community recreation; and
 - * public and private youth, family and senior services ~~agencies~~.
 4. In the promotion of social and community services, the City shall seek opportunities for cooperative development and use of public facilities.

Goal

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

Policies

1. Urban services should encourage industrial diversification.
2. Public facilities should be established and maintained in the Port Angeles Urban Growth Area in accordance with ~~nationally~~ recognized standards as development in the UGA takes place.

3. The City ~~shall~~ should develop and implement a regular maintenance cycle for all public facilities.

Goal

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

Policies

1. Urban facilities should be designed for the planned density of a given area.
2. The City ~~shall~~ should promote energy conservation and recycling efforts throughout the community. The City's own practices ~~shall~~ should serve as a model.

VIII. HOUSING ELEMENT

General Comments

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

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

Goals and Policies

Goal

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

Policies

1. The City should expand the residential land use options in the ~~Port Angeles~~ Zoning Code by classifying residential zones by allowed density rather than by housing types.
2. Residential uses should be allowed in all non-industrial zones, including commercial and office zones.
3. The retention and development of quality mobile home parks should be encouraged.
4. The City should consider the development of a program which encourages the improvement of substandard housing units in the City of Port Angeles.
5. Adequate ~~infrastructure~~ urban services necessary to support future housing in a variety of allowable densities should be planned.
6. Allowing secondary residential units upon approval of a conditional use permit should be considered in certain residential zones.
7. Public information programs should be developed to promote acceptance of low and moderate income housing.

8. Prior to the approval of any development impact fee, the City should consider its affect on affordable housing opportunities.
9. The City should consider requiring property owners who demolish, substantially rehabilitate, change the use of residential property or remove use restrictions in public assisted housing developments to provide relocation assistance to those tenants displaced as provided for in sections 49 and 50 of the Growth Management Act (See RCW 59.18.440 and .450).
10. In the design of all residential subdivisions, the provision of fire protection to those developments should be a key factor in street design and circulation pattern.

Goal

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

Policies

1. The City should participate in a housing task force comprised of representatives from government, financial institutions, business, construction, real estate and other citizens interested in housing issues. A major goal of the Task Force should be ~~the coordination~~ coordinating ~~of~~ efforts to provide affordable housing and encouraging rapid review of low and moderate income housing projects through out the County.
2. A ~~fair~~ reasonable share of the county's low and moderate housing opportunities should be provided for within the City of Port Angeles and/or its planning areas.
3. The City should participate with the county-wide housing task force in assembling packages of publicly owned land which could be used for low and moderate income housing.
4. The initiation of a scattered site housing construction program should be encouraged.
5. The City should encourage the Clallam County Housing Authority to expand ~~their~~ its involvement in affordable housing beyond H.U.D. programs.

6. The City should consider appointing a representative to the Clallam County Housing Authority.
7. The City should cooperate with the Clallam County Housing Authority in investigating the possibility of developing affordable housing units in the City.
8. The City should consider coordinating its efforts with the County to develop a transfer of development rights program with high density receiving zones located within urban growth areas.
9. The City should encourage utility cost savings as a means of increasing affordability of housing.

IX. CONSERVATION ELEMENT

General Comments

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

Goals and Policies

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 and cultural amenities and the overall environment.

Policies

1. The City ~~shall ensure~~ 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 ~~shall ensure~~ 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 encourages the use of innovative design techniques which provide for the use of the land in a manner compatible with any unique physical features and natural, historical or cultural amenities.

Goal

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

Policies

1. The City ~~shall~~ should protect the public interest ~~which includes the protection by protecting and enhancement enhancing~~ of the area's unique physical features, natural, historical and cultural amenities, and the overall environment, while recognizing the rights of private ownership.

2. The City ~~shall~~ 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. The City ~~shall~~ should discourage intensive development of sites with severe environmental constraints.
5. The City ~~shall~~ should establish minimum standards for development of properties which contain or adjoin critical and environmentally sensitive areas for the purpose of protecting such areas and ~~the enhancement of~~ enhancing their natural functions.
6. The City ~~shall~~ should regulate site design, preparation and development to avoid or minimize damage to wetlands and other environmentally sensitive areas.
7. The City ~~shall~~ should strive to achieve no net loss of wetlands by requiring restoration or enhancement of degraded wetlands or the creation of new wetlands to offset losses which are unavoidable.
8. The City ~~shall~~ 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 ~~shall be prohibited~~.
9. The City should encourage public access to the shoreline and ~~shall~~ should require such access be provided only in a manner that ensures the preservation of a healthy shoreline environment.
10. The City ~~shall~~ should enhance and preserve the quality of its air and water as two of its unique physical features.
11. The City ~~shall~~ should protect its air and water quality by ~~preventing~~ minimizing potential new pollution and reducing ~~pollution~~ from existing ~~pollution~~ sources.
12. The City ~~shall~~ should develop and implement a plan to improve water quality which ~~shall~~ includes measures to reduce and ~~eventually eliminate~~ minimize stormwater pollutants and combined sewer overflow pollutant discharges.

13. The City should, where feasible, use regionally consistent requirements for industrial and commercial sewer discharge pretreatment and guide potential new indirect dischargers to locations with appropriate sewer service.
14. The City ~~shall~~ should maintain and enhance the quality of surface water resources in the City through the regulation of clearing, grading, dumping, discharging and draining, measures to control flooding and erosion and ~~the protection of~~ regulations to protect wetlands and other environmentally sensitive areas.
15. The City ~~shall~~ should encourage the retention of natural vegetation in land development for the purpose of protecting water quality, preventing erosion and encouraging greenbelts.
16. The City ~~shall~~ should designate open space areas to preserve major or unique physical features and/or serve as natural greenbelts and wildlife corridors.
17. The City should ~~maintain and preserve~~ identify and encourage the preservation of public scenic view corridors.
18. The City ~~shall~~ should identify and encourage the preservation and restoration of sites and structures that have historical or cultural significance.
- ~~19.~~ The City ~~shall~~ should take into consideration long-term environmental impacts and benefits over short-term environmental impacts and benefits.
- ~~20.~~ The City ~~shall~~ should promote and utilize environment enhancing conservation practices such as waste recycling and energy conservation and ~~shall~~ should encourage the development and use of alternative forms of energy and transportation which have less impact on the environment.
20. The City should, where feasible, coordinate its environmental regulations with County, State and Federal regulations to simplify the permitting process and reduce its associated costs to the land user.

Goal

- C. To promote a community ~~vision~~ awareness of the importance of environmental, historical and cultural ~~awareness~~, the responsible use of ~~natural~~ 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 ~~shall~~ should educate the public ~~on~~ about 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.

XI. ECONOMIC DEVELOPMENT ELEMENT

General Comments

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

Goals and Policies

Goal

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

Policies

1. The City of Port Angeles should remain the major economic center of the North Olympic Peninsula.
2. The City should promote the retention of employment in all sectors of the local economy.
3. The City should encourage reinvestment in modernization and environmental technology for existing industrial facilities and businesses to promote long term economic stability.
4. The City should promote the diversification of the community's economic base by encouraging the location, retention and expansion of both timber and non-timber related businesses, such as research and development, retirement, tourism, retail trade, marine and ecology related businesses as well as various types of manufacturing including the production of value added natural resource related products, computer related products, and technical devices and components.
5. The City should encourage the location, retention and expansion of small and medium sized manufacturing firms and other businesses which are able to access their markets and suppliers through telecommunications and the community's available shipping and transit facilities and services.
6. The City should encourage the development and transition of the historic

downtown waterfront area into a retail, dining, and entertainment oriented shopping district that is attractive to both tourists and local residents.

7. The City should develop adequate utilities and circulation improvements and identify environmental constraints in the airport industrial area in cooperation with other governmental agencies.
8. The City should encourage training and educational opportunities which strengthen and increase the variety of skills available in the work force.
9. The City should promote the motivation and availability of the community's work force as a major economic development strength.
10. The City should encourage inter-jurisdictional cooperation between the City ~~Clallam County and other cities~~ and other governmental agencies to promote the economic development of the region.
11. The City should work with other community organizations in developing an effective business assistance program directed toward the commercial business owner.

Goal

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

Policies

1. The City should promote the region's quality of environment and available natural resources as factors in attracting and retaining business and industry.
2. The City should promote the community's quality public school system and other educational opportunities as factors in attracting and retaining business and industry.
3. The City should encourage the development of planned office, business and industrial parks in a manner that takes into consideration the physical features of the land and interacts well with the surrounding area and other elements of the community.
4. The City should encourage the enhancement of the existing two year community college through the expansion of its curriculum and additional

four year degree opportunities.

5. The City should encourage the availability of housing that meets the needs of the entire spectrum of the community's work force.

Staff's recommendation for the Land Use Map will be presented at the meeting.

ATTACHMENT B

Staff's recommendation for the Circulation Plan Map will be presented at the meeting.

ATTACHMENT C



MEMORANDUM

321 E FIFTH ST P O BOX 1150
PORT ANGELES, WASHINGTON 98362

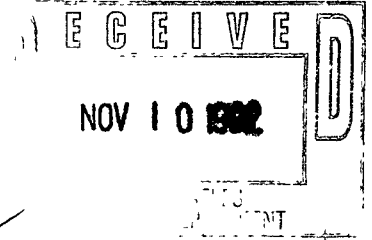
PHONE (206) 457-0411
FAX (206) 452-0353

November 10, 1992

TO: BRAD COLLINS, PLANNING DIRECTOR

FROM: JACK PITTIS, DIRECTOR OF PUBLIC WORKS

SUBJECT: "DRAFT" [OCT. 28, 1992] COMPREHENSIVE GOALS AND OBJECTIVES



Below are our comments on the DRAFT COMPREHENSIVE PLAN. We did not have time to review our comments in final form due to the time line, so if any are confusing, please give us a call.

In order to simplify our comments, I will list the comments by page number from the document.

PAGE

TABLE (VI) Should read Collector Arterials and local Access Streets

- 1 5th sentence has an extra "the" between "containing" and "each"

- 1 Is it really true that ALL local governmental decisions are to be made using the Comp. Plan? We believe that this is a gross over exaggeration and should be corrected. Not all decisions will be based upon the plan, nor should every decision be legally bound to the plan by this statement.

In addition, not all city ordinances, regulations, or plans are related to this plan. Figure 1 referenced does not include all of the areas of city government. Decisions on how to invest money or arrest felons will not be included. We agree that those decisions and ordinances dealing with land use and its capacity for growth, as shown in the figure, will be required to be consistent with the plan.

- 1 Typo [therefore] in 3rd sentence of 2nd paragraph

- 2 Since most of the public does not know what CUP's and LOS are, these should be spelled out in the final Figure 1.

- 5 The discussion of how the city has grown over the past 40 years is confusing in paragraph 4. It starts with a general statement about 40 years and then gets more specific about the 20's and 30's. That is a time period of 70 years not 40.

- 6 We are not aware that we have ravines that are several hundred feet deep. It is true that they are several hundred wide.

- 6 We take some time to describe Figures 3,4, and 5 but what are Figures 6 and 7?

- 8 Figure 4 (top) Space left out in title between "Land" and "Use"; what is difference between residential in graph and SF? Is residential total of SF and MF? If so further definition is needed to explain to others.

ATTACHMENT D

- 10 Figure 6 (top) Same question on definition of SF and MF and relationship to residential. What does vacant - in a CA mean?
- 11 Figure 7 (top) Same question on definition of SF and MF and relationship to residential. Are the numbers used in the Public totals in Land Use and Zoning correct? Land Use is greater (1,440) than Zoning (1,200). We over use the zoning?
- 7-12 Since the final document will be used by people that have no knowledge of the process that we have undertaken, it would be helpful to describe what is shown in each Figure under each Figure. You have done this on Figure 10. [ie, Figure 3 - Existing City of Port Angeles City Limits as of Nov. 1992]
- 13 The relative importance of the individual mills could be enhanced by showing the employment of each mill in addition to the total that is shown.
- 13 Is the employment number of Hiller correct? Rumors are that the firm is in some difficulty. Do we want to give specific mention of them here and in other locations?
- 14 Typo for population in 2005, comma in 18,743 missing.
- 14a Figure 9. The text refers to the Urban Growth Area as the Port Angeles Urban Growth Area [PAUGA]. The references should be the same PAUGA.
- 16 Are Community Centers and Sr. Centers part of Community Services or where?
- 16 Definition for Development is not shown.
- 16 Is Medic I part of Emergency Services?
- 17 Commas in "Scattered Site Housing" definition appear to be omitted after housing and construction?
- 17 The term is also mixed with the term of "Urban Services/facilities (see #9, 10, and 11 on page 20). We should either use one or define both of them here. Should the definition of "Urban Services" be modified to clarify that solid waste collection systems are included not solid waste disposal systems. The County has disposal responsibilities by State Law, not the City. An Urban Service and Rural Service would include collection not disposal.
- Additionally, stormwater management and streets are now being considered quasi utilities by many jurisdictions and could be mentioned here.
- 20 (6) We am not too sure what is meant by "critical areas" or "resource lands". I know that they are defined in City Ordinances, but should they also be defined here?
- 20 (8) Solid waste Collection vs disposal argument again here as in page 17 above.
- 20 (10) Is this statement to be permissive. Shouldn't urban services/facilities be mandatorily constructed to meet standards of the City? ie shall not should.
- 22 It might be helpful to include the Figure reference (Figure 11) for the Land Use Map together with the text.
- 23 The Goals are shown as sentences but they are not.
- 23 (1) "Urban services should be available..." Isn't the intent of GMA to provide that Urban Services shall be available. Also should we attempt tp apply standards to previously or pre-platted lots also to clear up

this issue.

23 (2) The use of "should be encouraged" appears to be redundant. Either we shall encourage or not or they shall install. We prefer that, all residential development shall install underground utilities.

23 (3) We need to be very careful about the use of terms when describing the transportation issues. Access is provide by "alley, or by a local access street, or an arterial. The term "collector" is a type of arterial street. Generally, we use:

Alley; local access street; arterial (principal, minor, and collector)

23 (4) We made a comment previously that street design and circulation patterns are not just governed by fire protection. Other elements are service vehicles such as refuse trucks, moving vans, UPS, mail trucks, and large semi-trucks depending on the classification of the roadway. Please soften the key factor issue to include other factors.

25 What is meant by the statement that "manufactured homes should be treated as any other dwelling unit"? What is a dwelling unit?

25 (D1) Stormwater is also a major consideration. Why shouldn't the statement that was made in A1 be repeated here also?

25 (D3) Should be amended to include that "whenever possible to accommodate pedestrian traffic and vehicle traffic."

26 (5) The Alternative Cross-Town Route should be defined in definitions. It appears here out of the blue without any explanation.

26 (7) District shopping areas need to be next to arterial streets. Could include the same type of transportation statement that was made in B3.

26 Goal E - Where is historic downtown? Shouldn't this be defined in the definitions? We have never before referred to the Downtown as being "historic".

26 (1) There is a repeat phrase "of the environment" in the middle of the paragraph.

26 (2) The Main Street Program is a specific program and therefore Main should be capitalized? Also, the downtown business group is an association not associates.

27 (4) Space and comma between area and Petroleum?

30 The intent is also to route traffic thru the community and also include that it is in a safe manner.

30 The end of the second paragraph involves the same discussion about the classifications for streets. It should end "streets classified as local access streets." Typo for "principle arterials" this one is principal.

30 (1) The design standards can be modified by deletion of this policy and changing (3) to read "New arterials, 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."

30 (4) Again the terms should be Principal, minor, and collector arterials ... (terms in second paragraph in comments is correct)

- 30 (7) Neighborhood streets should be termed access streets or referenced together.
- 31 Do we need to state in (10, 14, 16, and 17) that the "City should"? Why not just state the policy that is intended? In some cases we may ask the developer to do something. Maybe not on these, but who knows.
- 31 (15) We have significant difficulty with stating that these projects are related to the cross-town route. We would prefer that we state that these are potential improvements that should be considered to improve traffic circulation. We are too early in the process to start pinning down projects specifically related to alternative routes without a detailed traffic study. The plan as stated will involve the cooperation of WSDOT. Have they been sent a copy of the Draft?
- It appears that we have used the terms of interchange and intersection to mean the same thing. They are different, we do not have interchanges. They are on limited access facilities.
- 34 (2) Public facilities shall be constructed according to accepted standards, its the law.
- 34 (4) This could be simplified to state that "Departmental comprehensive planning such as for utilities and parks and recreation plans shall...rather than leave out the electrical utility.
- 35 (2) We have quoted nationally recognized standards. We need to include state standards or better yet just indicate "with recognized standards", rather than "nationally recognized".
- 36 (3) Why do we discuss capital improvements in the entire document and now we give lip service to maintenance? We fail to see the tie to this plan. In any event, why is this a shall do statement? Is it required in the GM ACT?
- 36 (2) It appears that the last sentence is not necessary to get the point across on this issue. It should be omitted.
- 37 In the General Comments we state that we recognize the extreme importance of available housing. Aren't we going too far to say "extreme" for anything in the document. The same could be said about clean water that we use and drink or safety. It appears to be too much of an editorial and priority setting statement.
- 37 (5) Do we intend for "infrastructure" to mean "urban services"? We do not define infrastructure anyplace.
- ~~36~~ 37 (6) What are "secondary residential units"? Should there be a definition?
- 38 (6) Do we have the authority to appoint someone to this Authority?
- 38 (10) Why are we restating what is already in A4? Seems redundant. Also insert the argument about the key factors as stated on page 23.
- 40 (1) Are we going to get into the business of approving or disapproving site plans based upon their orientation to the sun, etc? Should this really be "encourage" rather than ensure? I do not like this statement in its current form.
- 41 (2) We should also include trees as unique features?
- 41 (12) Discussing the goal of elimination of combined sewer overflows and stormwater pollutants in the same context is totally incorrect. We can reduce and possibly eliminate CSO's to one event per location per year, which is what Federal Law requires. We will not ever be able to eliminate stormwater pollutant discharges. We can attempt to reduce the discharge of stormwater pollutants, however.

- 44- (10) Whenever we list agencies, we should be careful that all are listed or treat them by reference. We should add to the list the Port and Tribe and WSDOT and Transit, etc.
- 41 (13) Second line should read "commercial sewer discharge pretreatment..." The Industrial Pretreatment Program in sewer does exist now.

If you have any questions on the above, please contact me.

JNP;jnp
COMPPLAN.d2

MEMORANDUM



DATE: November 12, 1992

TO: David Sawyer, Senior Planner
FROM: Craig D. Knutson
RE: Review of Comprehensive Plan

Today, I gave you my copy of the proposed Comprehensive Plan with many comments and changes. Some of the changes were of a substantive legal nature. Many of the changes were grammatical.

Additionally, however, I have a general concern that some of the specific requirements of the Growth Management Act are not clearly set forth. At least, after reading the document, I was not clear as to how some of these requirements have been addressed. Specifically, I am referring to those portions of the Growth Management Act that I have highlighted in yellow on the attached copy of RCW 36.A.070, .160 and .200. To elaborate further, these requirements deal with the following:

1. The land use element is supposed to include population densities and building intensities and is supposed to review drainage, flooding, and storm water run off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the State. See RCW 36.70A.070(1).

2. The housing element is supposed to identify sufficient land for housing, including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multi-family housing, and group homes and foster care facilities. See RCW 36.70A.070(2).

3. The utilities element is supposed to set forth the general location, proposed location, and capacity of

ATTACHMENT E

November 12, 1992

Page 2

all existing and proposed utilities. See RCW 36.70A.070(4).

4. The transportation element is supposed to include an inventory of air, water and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning and is supposed to include level of service standards for all arterial and transit routes to serve as a gauge to judge performance of a system. The transportation element is also supposed to include forecast of traffic for at least ten years and identification of system expansion needs and transportation system management needs to meet current and future demands. Finally, the transportation element is supposed to include a finance sub-element which includes an analysis of funding capability to judge needs against probably funding resources and a multi-year financing plan based on the needs identified in the Comprehensive Plan and a demand-management strategies element, whatever that is. See RCW 36.70A.070(6).

5. The Comprehensive Plan is supposed to provide for innovative land use management techniques, including, but not limited to density bonus and clusterhousing. See RCW 36.70A.090.

6. The Comprehensive Plan is supposed to identify open space corridors within and between urban growth areas. See RCW 36.70A.160.

7. The Comprehensive Plan is supposed to include a process for identifying and siting essential public facilities, including those that are typically difficult to site, such as correctional facilities, solid-waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, and group homes. See RCW 36.70A.200.

As I stated in my November 3, 1992 memorandum to the Planning Department, the Comprehensive Plan also needs to address private property rights. In order to assist in this regard, I suggest that the following language be added at Page 21 of the proposed Comprehensive Plan:

15. All development regulations should be promulgated with due regard for private property rights in order to avoid regulatory takings or violations of due process

November 12, 1992
Page 3

and to protect property rights of land owners from
arbitrary and discriminatory actions.

A handwritten signature in cursive script, appearing to read "Craig D. Knutson", written over a horizontal line.

Craig D. Knutson,
City Attorney

CDK:jd
Attachment

SAWYER MEM

DRAFT COMPREHENSIVE PLAN

**AS RECOMMENDED TO THE
PLANNING COMMISSION BY THE
GROWTH MANAGEMENT ADVISORY COMMITTEE
ON OCTOBER 28, 1992**

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- APPENDIX C Clallam County Housing Needs Assessment;
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I. INTRODUCTION

Compliance with the State Growth Management Act

In 1990, the State Growth Management Act established the statewide requirement that all cities and counties subject to the Act must develop and adopt comprehensive plans and implementing ordinances that are consistent with the requirements of the Act. In accordance with the Act, each county must also establish independent urban growth areas capable of containing the each cities' and the county's projected urban growth for the next 20 years. To ensure orderly development in the Port Angeles Urban Growth Area, the City agreed to work with the County in the development of comprehensive plan goals and policies for the Port Angeles Urban Growth Area. To ensure compatibility between the various comprehensive plans throughout the County, The Cities, County and other affected agencies co-operatively developed a county-wide set of planning policies with which each comprehensive plan is to be consistent.

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

The following sections of this chapter will hopefully help all who use this document to better understand what a comprehensive plan is and how it relates to other city rules and regulations.

Purpose of the Comprehensive Plan

A City's Comprehensive plan is the basis upon which all local governmental decisions are to be made. It establishes the City's goals and policies and sets forth the direction the City will take for the next two decades. The Comprehensive Plan serves as the top of the pyramid which all other city ordinances, regulations and plans must be consistent with and support (see Figure 1 for an example of this). Prior to the passage of the Growth Management Act, this planning hierarchy was the desirable process, but actual consistency was not required. The Growth Management Act now makes such consistency a requirement.

If an ordinance or plan such as the Zoning Ordinance or the Capital Facilities Plan is not consistent with the goals and policies of the Comprehensive Plan such an ordinance or plan can be determined illegal and rendered invalid. Therefore, it is very important that the Comprehensive Plan truly reflects the goals and desires of the community. Even though the Comprehensive Plan covers a 20 year period of time, it can be reviewed and amended once a year. This allows the City to adjust the Comprehensive Plan as conditions, needs, and desires change in the community.

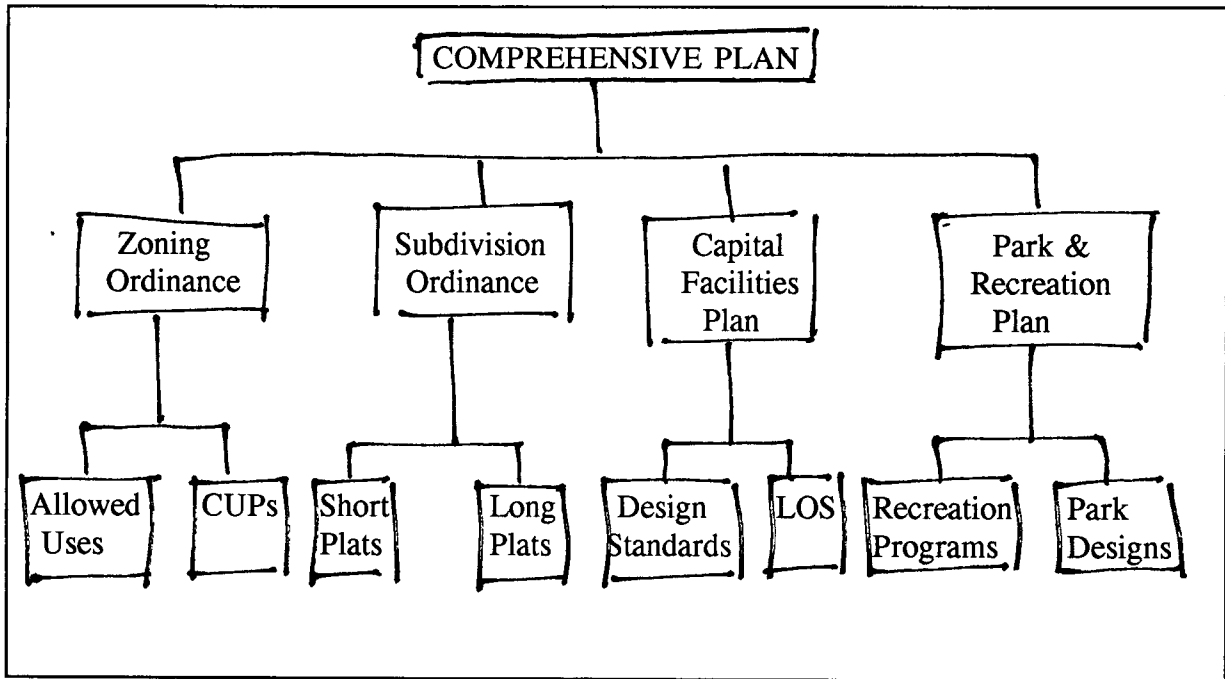


Figure 1

Development of the Comprehensive Plan and Public Participation

In early 1990, the City decided to begin the task of updating and revising the City's 1976 Comprehensive Plan and in August of 1990, a ten member citizen advisory committee was appointed by the City Council to begin the process. As a result of the Growth Management Act, the City expanded the focus of the citizen committee to include all of the requirements of the Act and named it the Growth Management Advisory Committee (GMAC).

To insure a revised comprehensive plan that reflects the needs and desires of the community, the City began public input and participation at a very early stage. In the later months of 1990, the City conducted a "Citizen Survey on Planning Issues." This survey listed various statements on a variety of issues and asked for a response to each, it also asked for general comments regarding the City and its future. The survey was conducted by the University of Washington and the results were printed in a final report in March, 1991.

In January of 1991, five members of the GMAC were selected to serve on a ten member city/county citizen advisory committee, the City/County Urban growth area Review Board (CCURB). The CCURB had the task of developing a recommendation for the City's urban growth area boundary. Also in January of 1991, the City began

participation in the Growth Management Steering Committee (GMSC), an inter-agency committee charged with various county-wide growth management related duties including the development of the County-Wide Planning Policy.

In February of 1991, the GMAC conducted its first series of neighborhood workshops with the focus on identifying the present and future needs of the City.

During the spring and summer months of 1991 the GMAC developed the City's mandated Interim Environmentally Sensitive Areas Protection Ordinance and Interim Wetlands Protection Ordinance which were adopted in November, 1991.

Through the winter months of 1991, the GMAC reviewed the results of the citizen survey and neighborhood workshops and developed a listing of all the suggested policies from the public as well as the members of the GMAC.

By the spring of 1992, the GMAC had divided the suggested policies into related subject groups which were then presented to the community through a second series of public workshops as well as to the Planning Commission for review and additional comments. At the same time, the CCURB was completing the Port Angeles Urban Growth Area Recommendation and sending it to the Planning Commission and City Council for approval and recommendation to the County.

As part of the GMAC's second series of workshops, the City conducted a second citizen survey with questions on neighborhoods and the preferred location of an alternate highway by-pass route, a place for additional suggested policies and comments was also provided. After reviewing the results of the workshops, the survey, and the work of the CCURB and the GMSC, the GMAC then began to develop their recommended goals and policies for the Draft Comprehensive Plan and its recommended Land Use Map. When the GMAC completed their proposed draft of the Comprehensive Plan it was presented to the Planning Commission in October, 1992.

The Planning Commission conducted its first public hearing on the Comprehensive Plan in October, 1992 and . . .

Organization of the Comprehensive Plan

The Comprehensive Plan is organized as a series of "elements", an introduction, a definition section and various appendixes. Each element addresses a particular topic and contains a general comment section and one or more goals with various related policies. Some of the elements have an associated map or plan.

The Growth Management Act requires that each comprehensive plan contain a land use element, a transportation element, a housing element, a utilities element, and a capital facilities element. This plan contains each of the required elements as well as three

additional optional elements, a conservation element, an economic development element, and a growth management element. Each of the elements have been developed to be consistent with the Growth Management Act and to reflect the needs and desires of the City of Port Angeles and its citizens.

Use of the Comprehensive Plan

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

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

II. COMMUNITY PROFILE

History of the City

The City of Port Angeles has long been the primary urban center on the Olympic Peninsula. The earliest residents of Port Angeles were native american indians who lived in various locations throughout the area, living off the region's abundant natural resources.

It was these same natural resources, the ideal naturally protected deep water harbor, the abundant coniferous forests, the prolific wildlife and marine resources, and overall natural beauty, which sustained the native american indians that also attracted the first non-native american indians to the area and continues today to attract new residents and visitors from all walks of life.

Town planning goes back to President Abraham Lincoln when he declared Port Angeles the 2nd National City and the U.S. Government platted the original townsite. While the City has benefitted from the original townsite planning and its grid pattern street layout, it has also created various challenges, such as utility service extension and circulation problems due to the topography of the land and its seven streams and associated ravines.

Over the past forty years, the City has grown at a fairly stable rate of approximately 1% with a few periods of rapid growth in the 1920's and 30's. The City's past population figures since 1970 are illustrated in Figure 2.

Population	1970	1980	1990	1992
Port Angeles	16,367	17,311	17,710	18,030

Figure 2

The City has used zoning to coordinate development and growth since the 1940's and in the early 1960's made a determined effort to improve its planning efforts through the development of a "701" master plan and the development of a new zoning ordinance and subdivision ordinance. In 1976, the City again reviewed its planning goals and process and adopted the 1976 Comprehensive Plan for the City which is the immediate predecessor of this Plan.

Even before the State passed the Growth Management Act of 1990 requiring counties and

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

Current Characteristics of the City

An essential part of developing goals and setting directions for the future lies in reviewing the past and determining where you are in the present. The following sets of information provides this important aspect of planning for the future.

Physical Characteristics

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

The City itself contains 26 miles of marine shoreline (including Ediz Hook) and 17 miles of streams. There are seven major streams and associated ravines which range in size from a few feet in some places to over several hundred feet in depth. The downtown/waterfront area is located on fill material deposited in the early 1900's.

Land Use Characteristics

The City contains 9.5 square miles or 6,070 acres of land. The following illustrations show how the land within the city is currently used, how it is zoned and a comparison of the two.

Figure 3 shows the City of Port Angeles and its existing city limits.

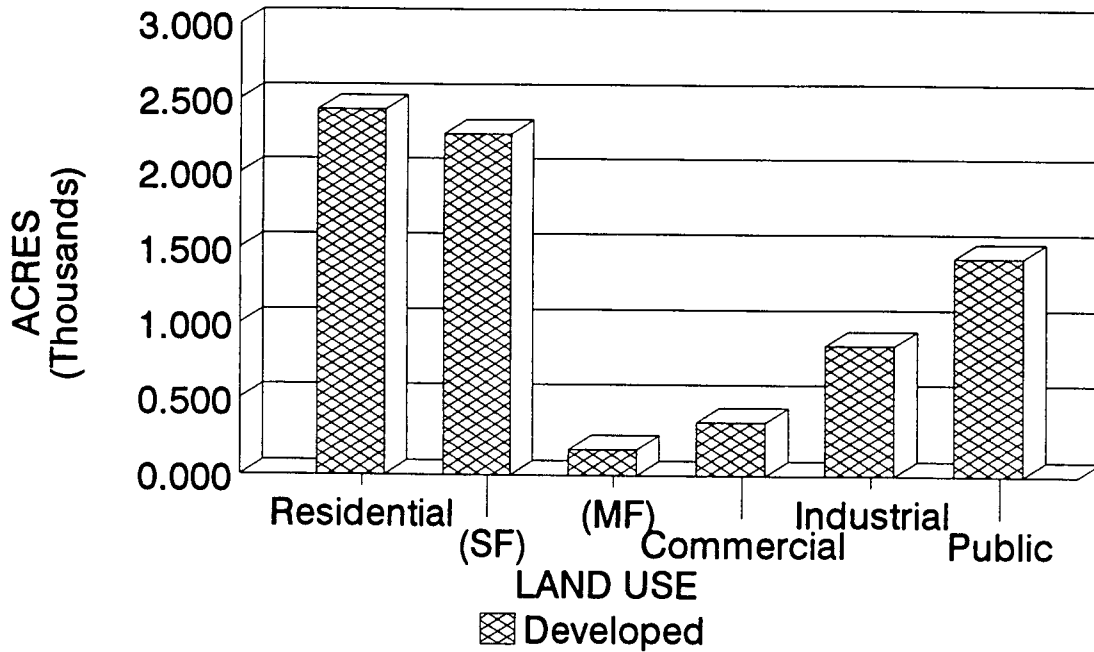
Figure 4 shows the number of acres and the percent of the City's land that is actually used for residential, commercial, industrial, and public uses or contain substantial physical features.

Figure 5 compares the current land use percentages with those of 1976.

Figure 6 shows the current number of vacant acres (those located in identified critical areas and those which are not and therefor considered buildable) and developed acres in each of the City's zoning districts.

Figure 7 compares the current amount of land zoned for residential, commercial, industrial and public uses with the amount of land currently used for those same purposes, regardless of the land's zoning.

ACREAGE BY TYPE OF LANDUSE (within City limits)



ACRES	RESIDENTIAL							
	1 DU/Lot		2-4 DUs/Lot		5+ DUs/Lot		Total	
	#	%	#	%	#	%	#	%
TOTAL	2260	45	100	2	70	1	2430	48

ACRES	COMMERCIAL						PUBLIC	
	General		Auto Related		Total		Public\Physical	
	#	%	#	%	#	%	#	%
TOTAL	200	4	150	3	350	7	1440	28

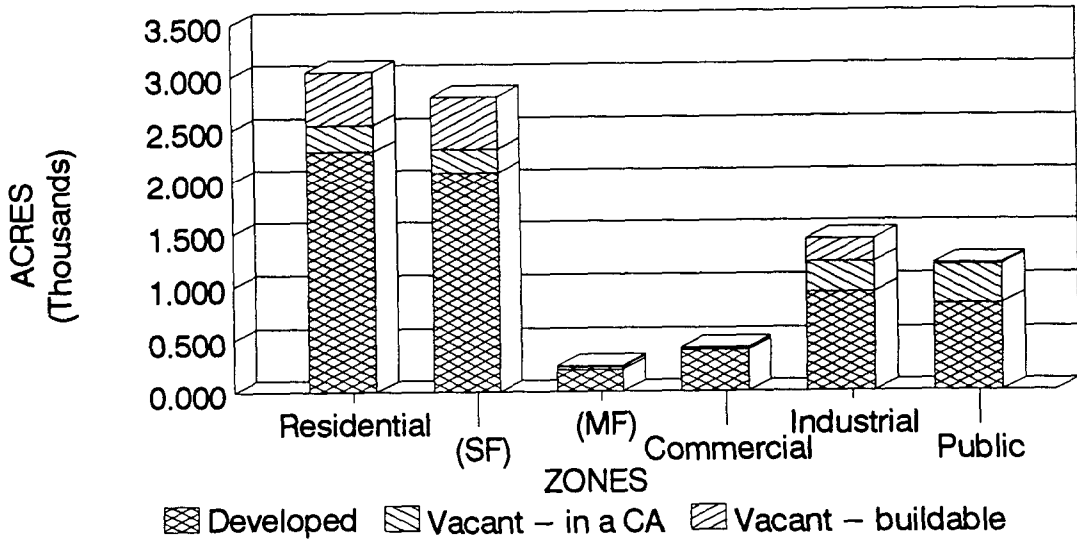
ACRES	INDUSTRIAL						TOTAL	
	Light		Heavy		Total		#	%
	#	%	#	%	#	%		
TOTAL	510	10	345	7	855	17	5075	100

FIGURE 4

This figure is not yet complete and will be provided later.

Figure 5

ACREAGE BY TYPE OF ZONING
(within City limits)



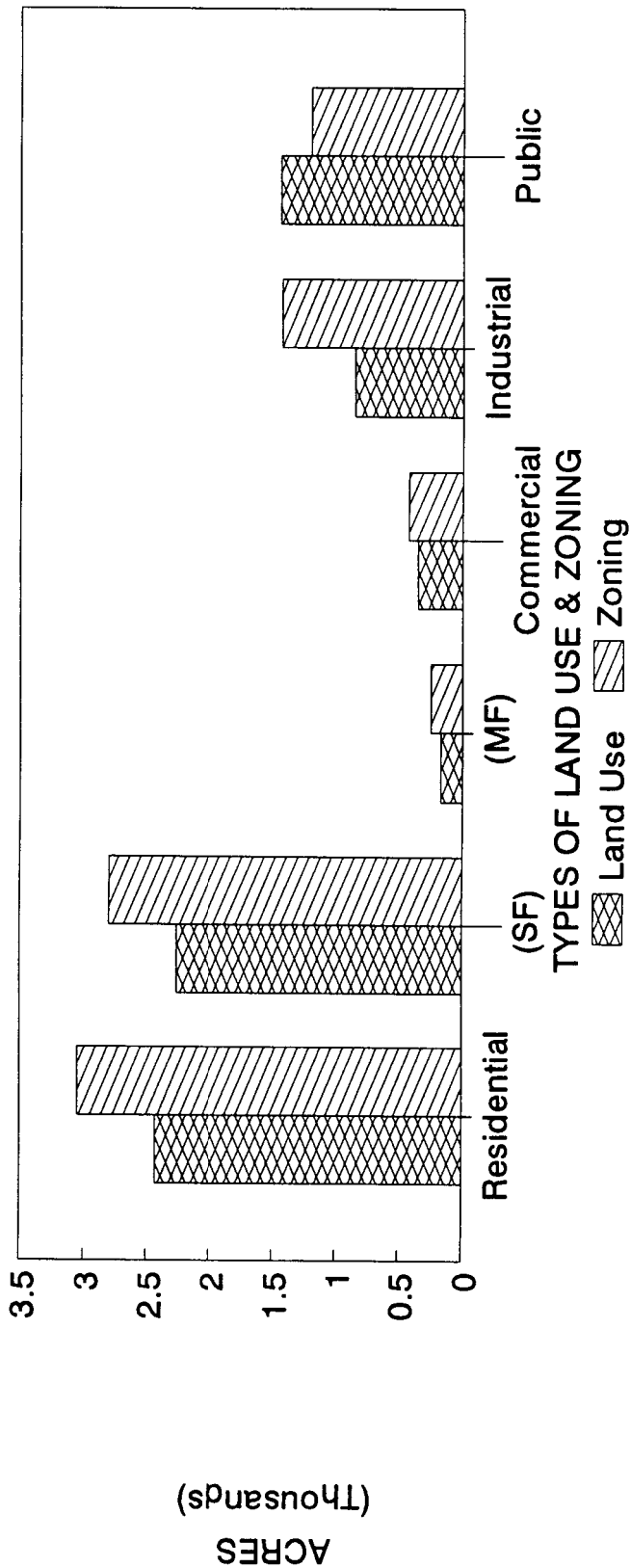
ACRES	RESIDENTIAL									
	RS-7		RS-9		RTP		RMF		Total	
	#	%	#	%	#	%	#	%	#	%
VACANT - in Critical Areas	51	3	178	18	1	2	22	11	250	8
VACANT - buildable	73	4	418	43	2	4	12	6	505	17
VACANT - total	124	7	594	61	3	7	34	17	755	25
DEVELOPED	1699	93	382	39	42	93	168	83	2291	75
TOTAL	1823	30	976	16	45	1	202	3	3046	50

ACRES	COMMERCIAL									
	OC		CSD		ACD		CBD		Total	
	#	%	#	%	#	%	#	%	#	%
VACANT - in Critical Areas	0	0	0	0	9	5	1	3	10	2
VACANT - buildable	1	3	7	4	3	2	5	13	18	4
VACANT - total	1	3	7	4	12	6	6	15	26	6
DEVELOPED	31	97	152	96	179	94	34	85	396	94
TOTAL	32	1	159	3	191	3	40	1	422	7

ACRES	INDUSTRIAL						PUBLIC		TOTAL	
	I1		M-2		Total		PBP/Total		#	%
	#	%	#	%	#	%	#	%		
VACANT - in Critical Areas	87	10	193	33	280	20	363	30	903	15
VACANT - buildable	168	20	49	8	217	15	14	1	752	12
VACANT - total	255	30	242	41	497	35	377	31	1655	27
DEVELOPED	591	70	344	59	935	65	823	69	4445	73
TOTAL	846	14	586	10	1432	23	1200	20	6100	100

FIGURE 6

LAND USE & ZONING COMPARISON
(within City limits)



ACRES	TYPE OF LAND USE/ZONING						
	RESIDENTIAL	(SF)	(MF)	COMMERCIAL	INDUSTRIAL	PUBLIC	TOTAL
LAND USE	2430	2260	170	350	855	1440	5075
ZONING	3046	2799	247	422	1432	1200	6100

The difference between the totals reflects 1,025 acres of vacant land.

Economic Characteristics

Clallam County and the City of Port Angeles are rich in natural resources. The Olympic Peninsula has proved to be one of the country's most productive timber growing areas while the Strait of Juan de Fuca has provided the area with a vast fishery.

In the past, the area's natural resources provided the majority of jobs in the area. The three largest manufacturing firms in Clallam County are all located in Port Angeles (ITT Rayonier, Diashowa, and K-Ply Plywood). These three companies have a current employment of approximately 1,000 people. Major shipments of forest products to Japan, Korea and China have historically provided a strong market, bolstering the log export segment of the local economy. Export and old growth harvesting are expected to be reduced significantly in coming years due to various government restrictions.

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

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

Hiller Helicopter, subsidiary of Rogerson Aircraft Corporation of Irvine, California has leased land from the Port of Port Angeles to relocate its helicopter manufacturing facility to the Airport Industrial Park near William R. Fairchild International Airport. The firm currently employs about 160 people with additional expansion of up to 200 people expected.

In general, the local economy appears to be relatively stable despite much uncertainty in the timber harvesting and log exports. Growth in the retirement community has been continuing and tourism is expanding rapidly. The forest products industry will most likely stabilize at a lower level of activity. A \$40 million Daishowa expansion based on recycled newsprint and telephone directories is now operating and the opening of the Rogerson Hiller helicopter facility is a significant addition of a non-timber related industry to the Port Angeles industrial base.

Population Characteristics

The population for the City of Port Angeles in 1992 was 18,030, this is an increase of 1.8% over the 1990 population of 17,710. The population for Clallam County in 1992 was 60,000, which means 30% of the County's population resides within the city limits

of Port Angeles.

Growth Projections for the City

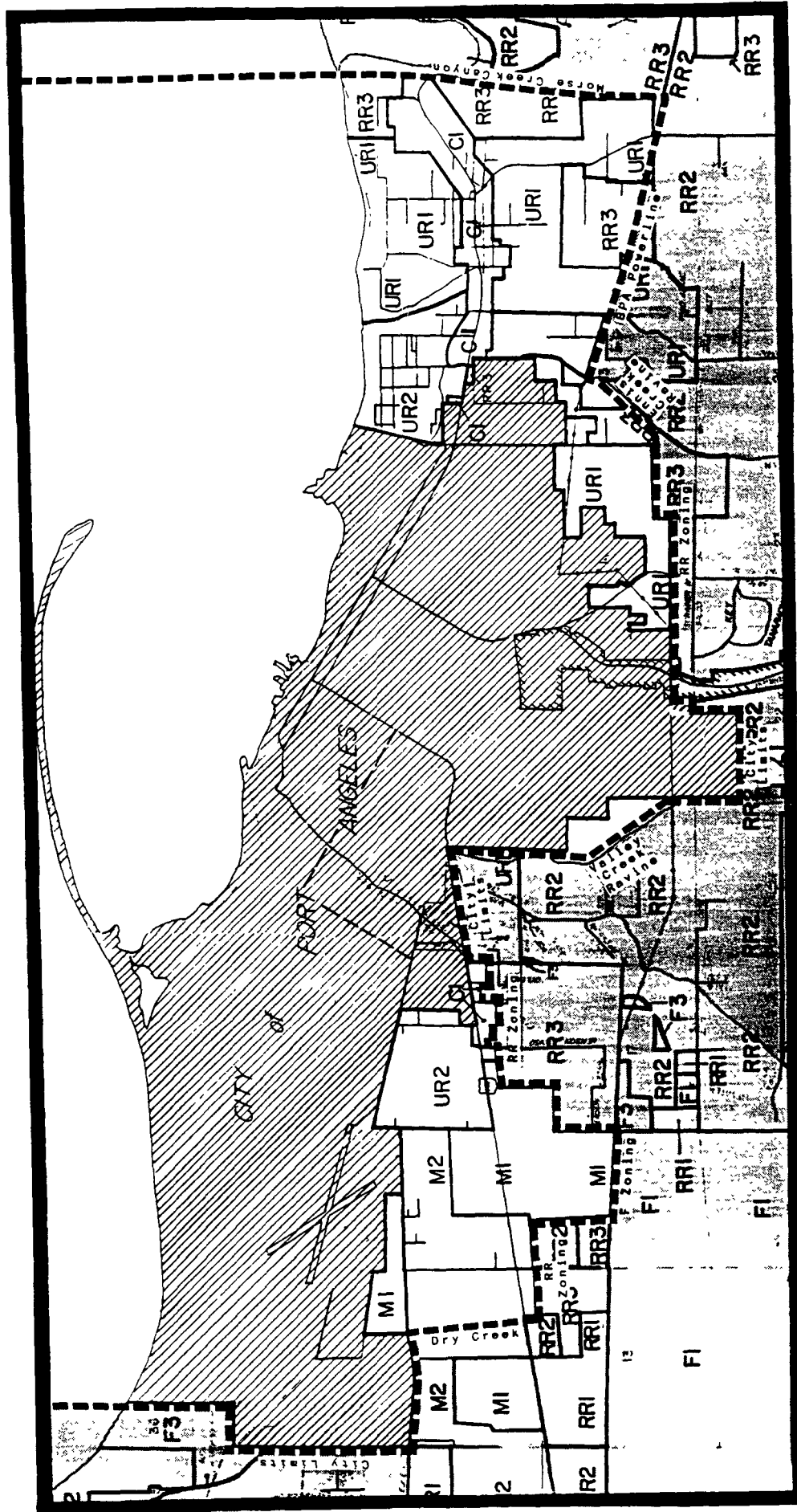
The State Office of Financial Management has projected a 5% growth rate over the next 20 years for Clallam County, this along with a linear projection for Port Angeles is illustrated in Figure 8. In accordance with the Growth Management Act, the City of Port Angeles has recommended a boundary for the Port Angeles Urban Growth Area (PAUGA, Figure 9). The PAUGA boundary was recommended by the City Council to the County Commissioners for adoption based on a number of policies written to ensure a continued orderly development and expansion of the City in a manner that is consistent with the Growth Management Act and the desired quality of life for the citizens of Port Angeles.

Population	1990	1995	2000	2005	2010	2012
Clallam Co.	56,464	57,754	58,246	58,753	59,189	59,312
Port Angeles	17,710	18,197	18,382	18743	19,053	19,176

Figure 8

PORT ANGELES URBAN GROWTH AREA (UGA)

CITY COUNCIL RECOMMENDATION (8-6-91)



AREA OUTSIDE UGA

FIGURE 9

PORT ANGELES URBAN GROWTH AREA
(As recommended by the City Council 08-06-91)

Beginning at the point at the intersection of the international border and the western line of the present City limit, the Urban Growth Area (UGA) boundary line follows said City limit line south and west to Edgewood Drive. Hence east along the said City limit line to a point 300 feet east of Dry Creek. Hence south along a line 300 feet east and parallel to the eastern bank of Dry Creek to the southern line of the present County M2 zoning district. Hence east along said M2 zoning district line to the western line of the present County M1 zoning district. Hence south along said M1 zoning district line to the northern line of the present County F1 zoning district. Hence east and north along the present County M1, UR2, and C1 zoning districts to the southern right-of-way (r-o-w) line of the present State Route 101 (SR101). Hence east along the said SR101 southern r-o-w line to the present City limit line. Hence east along the said City limit line until it leaves the Valley Creek Ravine. Hence south following the top of the eastern bank of the Valley Creek Ravine to the present City limit line. Hence south and east along the said City limit line to the southern line of the present County UR1 zoning district. Hence east and north along the said UR1 zoning district line (including any extension of the said southern UR1 zoning district line) to the top of the western bank of the Ennis Creek Ravine. Hence north and east following the top of the said western bank of the Ennis Creek Ravine to the southern r-o-w line of the present Bonneville Power Administration (BPA) transmission lines. Hence east along the said BPA southern r-o-w line to the top of the western rim of Morse Creek Canyon. Hence north following the western rim of Morse Creek Canyon to the Strait of Juan de Fuca and continuing north in a direct line to the international border. Hence west following the international border to the Point of Beginning.

III. DEFINITIONS

General Comments

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

Definition of Terms

Community

Services: "Community services" means cultural, social and recreational amenities which enhance the quality of life, such as libraries, parks and recreation services, fine arts, and festivals.

District: "District" means a portion of a planning area which is defined by the primary uses located in that portion of the planning area (see Figure 10).

Development:

Emergency

Services: "Emergency services" means services which are a City responsibility and consists of provisions for police, fire, and disaster services.

Facility: "Facility" means something designed, built, installed or utilized for the specific purpose of providing a service.

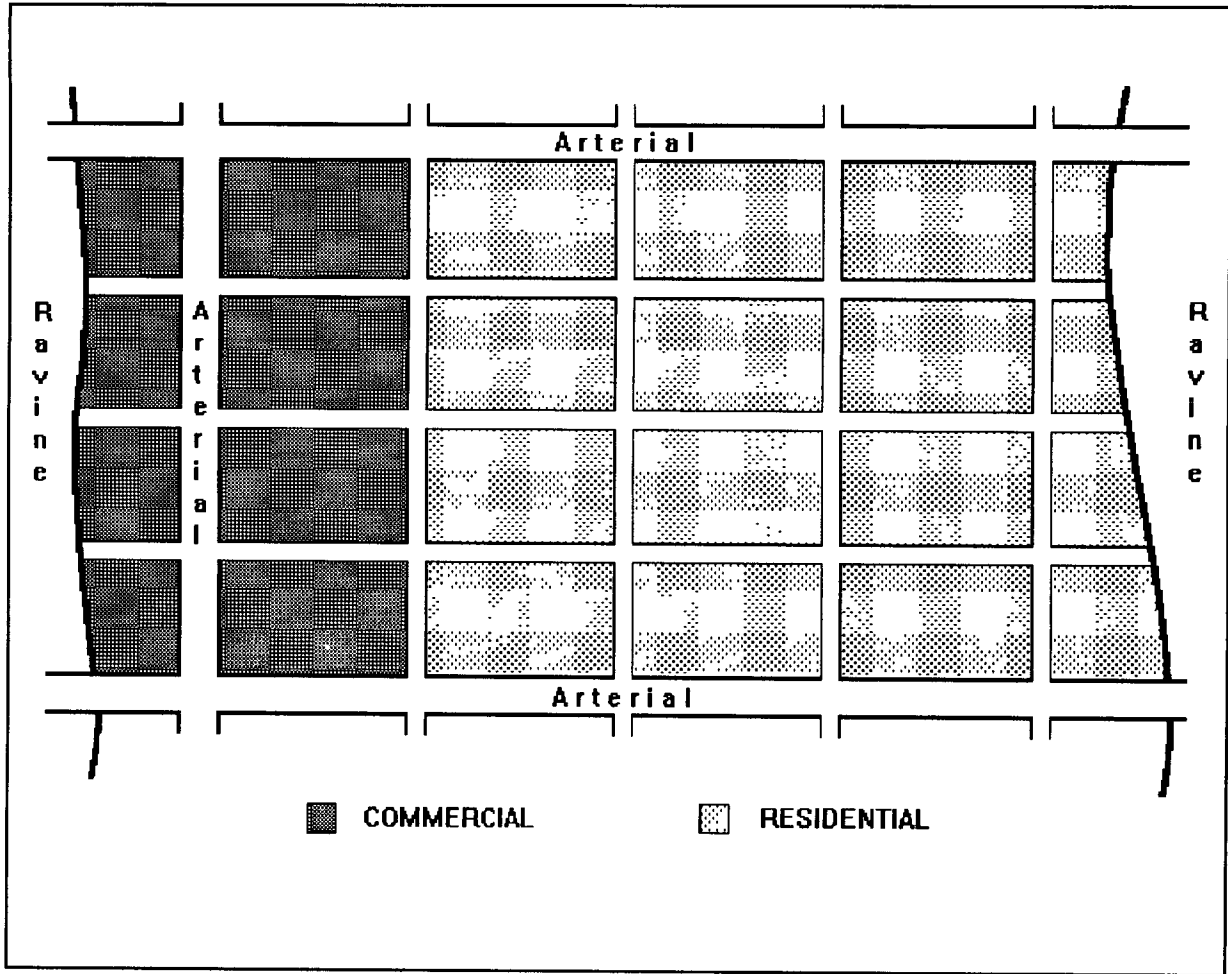
Medical Services: "Medical services" means licensed professional medical services and retail services directly related to medical services, such as hospitals, physicians' clinics, and pharmacies.

Neighborhood: "Neighborhood" means an area located within a district where people live, which is defined by the primary type and/or density of the residential units located in that particular area of the district.

Planning Area: "Planning Area" means a large geographical area of the City which is defined by physical characteristics and boundaries (see Figure 10).

Public Service: "Public service" means a service which is supplied or provided by a public agency.

- Public Facility:** "Public facility" means a facility which is owned and/or maintained by a public agency.
- Scattered Site Housing:** "Scattered site housing" means smaller scale, publicly assisted housing new construction and conversion which is dispersed throughout the community as opposed to high density, public housing "projects" concentrated on one large site or in one area of the City.
- Service:** "Service" means the supplying or providing of utilities, commodities, accommodations and/or activities as required by the public.
- Social Services:** "Social services" means those services necessary to support life and health, such as food banks, hospices, home health, congregate care, and day care services.
- Urban Services:** "Urban services" means services that are normally available in an urban environment which include provisions for sanitary waste systems, solid waste disposal systems, water systems, urban roads and pedestrian facilities, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.
- Utility Services:** "Utility services" means services which are a City responsibility and consists of provisions for electricity, water, sewer, and solid waste services.



Sample Planning Area with Districts

Figure 10

IV. GROWTH MANAGEMENT ELEMENT

General Comments

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

The City also agreed with Clallam County that the preferable method of planning for the Port Angeles Urban Growth Area is a joint co-operative effort between the City and the County.

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

Goals and Policies

Goal

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

Policies

1. The Port Angeles Urban Growth Area (PAUGA) should be established based upon land use demand as determined by the Clallam County 20-year forecast of population for the county and specified sub-areas, so long as the county-wide forecast is not less than the most recent forecasts available from the State Office of Financial Management (OFM).
2. The City should recognize a density of one unit per acre as urban/suburban and should consider this density as the demarcation between urban and rural for purposes of establishing or amending the PAUGA.
3. The PAUGA should include areas characterized by urban growth adjacent to the existing city boundaries and should take into account the physical features of the land.
4. Land designated for commercial or industrial uses which encourage

adjacent urban development should be located within the PAUGA.

5. The amount of acreage designated for commercial, industrial or other non-residential uses within the PAUGA should be based upon the City's Land Use Element and Economic Development Element.
6. The PAUGA should be established to avoid critical areas, except where addressed as part of the city's comprehensive plan, and to exclude resource lands.
7. The City should work with the County to develop an annexation plan which allows the annexation of land characterized by urban development and is consistent with the extension of services and the land development policies of the City's Comprehensive Plan and Capital Facilities Plan.
8. Urban services to be provided within the PAUGA should include, at a minimum, sanitary sewer systems, solid waste disposal systems, water systems, urban roads and pedestrian facilities, street cleaning services, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.
9. Urban services/facilities required to meet the needs of new development shall be provided, or shall be planned to be available within six years, to meet the levels of services established for such services
10. Urban services/facilities should be provided and constructed to meet the design and construction standards of the City.
11. The City or service provider shall demonstrate the financial capability for continued operation of the facility following construction.
12. The City should work with the County and other service providers to determine the appropriate levels of service for such facilities and services and to ensure consistency between service provision within the City, the PAUGA and the County.
13. The City should work with the County to ensure appropriate techniques for managing future growth consistent with the urban density, such as a minimum density within the UGA and a maximum density outside the UGA. A range of densities should be provided for by the City for lands within the UGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multi-family development.

14. Regulations to protect critical areas which occur within the PAUGA should be developed to ensure protection of such areas.

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V. LAND-USE ELEMENT

General Comments

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

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

These land use categories are described below.

Low Density Residential (1 - 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 from 1 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 (10 - 15 Units per Net Acre)

This category applies to areas intended for the development of multiple residential unit projects including townhomes, condominiums, apartments and planned residential developments at a density from 10 to 15 units per net acre.

High Density Residential (Over 15 Units per Net Acre)

The High Density Residential category allows for development at a density over 15 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. The use of such areas shall be limited to only that necessary and which does not degrade the significance of the area.

Residential Goals and Policies

Goal

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

Policies

1. Urban services should be available for all residential areas, either prior to or at the time of development, not after.
2. All residential development should be encouraged to install underground utilities.
3. Where possible, single family lots should be of reasonable shape and should have access provided by an alley, or by a local or a collector street.
4. All residential developments should be designed with the provision of fire protection as a key factor in street design and circulation pattern. For efficient circulation rights-of-way should be obtained and improvements encouraged to further the grid street pattern of the City. Cul-de-sacs maybe permitted when designed as an integral part of the major grid street pattern of the City.
5. Building density should decrease as natural constraints increase.

6. All residential developments should preserve and capitalize on existing unusual, unique, and interesting natural features, should utilize and preserve scenic views, should maximize southern exposures, should offer protection from prevailing winds, and should be designed to minimize energy use.
7. Every effort should be made to consolidate and utilize land donated for public use to provide common open space, public buildings, and parks.
8. Planned Unit Development and Planned Residential Development techniques, where emphasis is on the overall density of the development rather than individual lots or dwelling units, are encouraged for residential developments in both urban and suburban areas.

Goal

- B. 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. A healthy, viable residential district should be composed of primarily 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 located on arterials of sufficient size to satisfy traffic demand, in order 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 have adverse impact upon 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 dwelling unit.

Commercial Goals and Policies

Goal

- C. To create and maintain a healthy and diverse commercial sector of 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 and the desired urban design and character of the City.
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.

Goal

- D. To provide shopping opportunities which meet the everyday needs of all City residents 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. New commercial development should occur only where streets and access, and sewer, water, and power services are adequate to accommodate them. These developments should follow a cluster configuration rather than a strip pattern.
2. Commercial areas should be buffered to minimize the impact on adjacent uses.
3. Service access should be distinct from parking areas and separated from pedestrian areas wherever and whenever possible to accommodate pedestrian traffic.

4. Commercial strip development outside the Highway 101 corridor should be discouraged.
5. Commercial uses should not be allowed along the Alternative Cross-Town Route.
6. District shopping areas should be located at the intersections of arterials and at the boundaries of neighborhoods so that more than one neighborhood may be served.
7. District shopping area uses should be allowed in residentially designated areas as long they are in accordance with the planning area/district/neighborhood land use concept.
8. New shopping centers should be encouraged to locate within the Highway 101 corridor.

Goal

- E. To provide a pleasant, safe and attractive shopping environment in the historic 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 historical downtown should re-emphasize its waterfront location; should be oriented to pedestrian traffic, should provide maximum enjoyment of the environment of the environment and public amenities, and protection from adverse weather conditions. Pedestrian and tourist oriented retail should be encouraged to locate in the historic downtown.
2. The City should continue to promote improvements to the historic downtown area, through beautification projects and in cooperation with downtown business associates and main Street Program.
3. Residential uses should be encouraged as part of a mixed use development concept for the downtown area.

Industrial Goals and Policies

Goal

- F. To create and maintain a healthy and diverse industrial sector of a balanced and stable local economy.

Policies

1. The City should promote the development of a cooperative intergovernmental plan for comprehensive development of industrial infrastructure and amenities to attract and support light and heavy industry.
2. Public uses such as government offices, public service buildings and other public and quasi-public facilities and services may be allowed in certain industrially designated areas.

Goal

- G. To provide opportunities for industrial development in a manner which efficiently uses the community's various attributes and natural resources, has a minimal impact on the environment and does not degrade the City's quality of life.

Policies

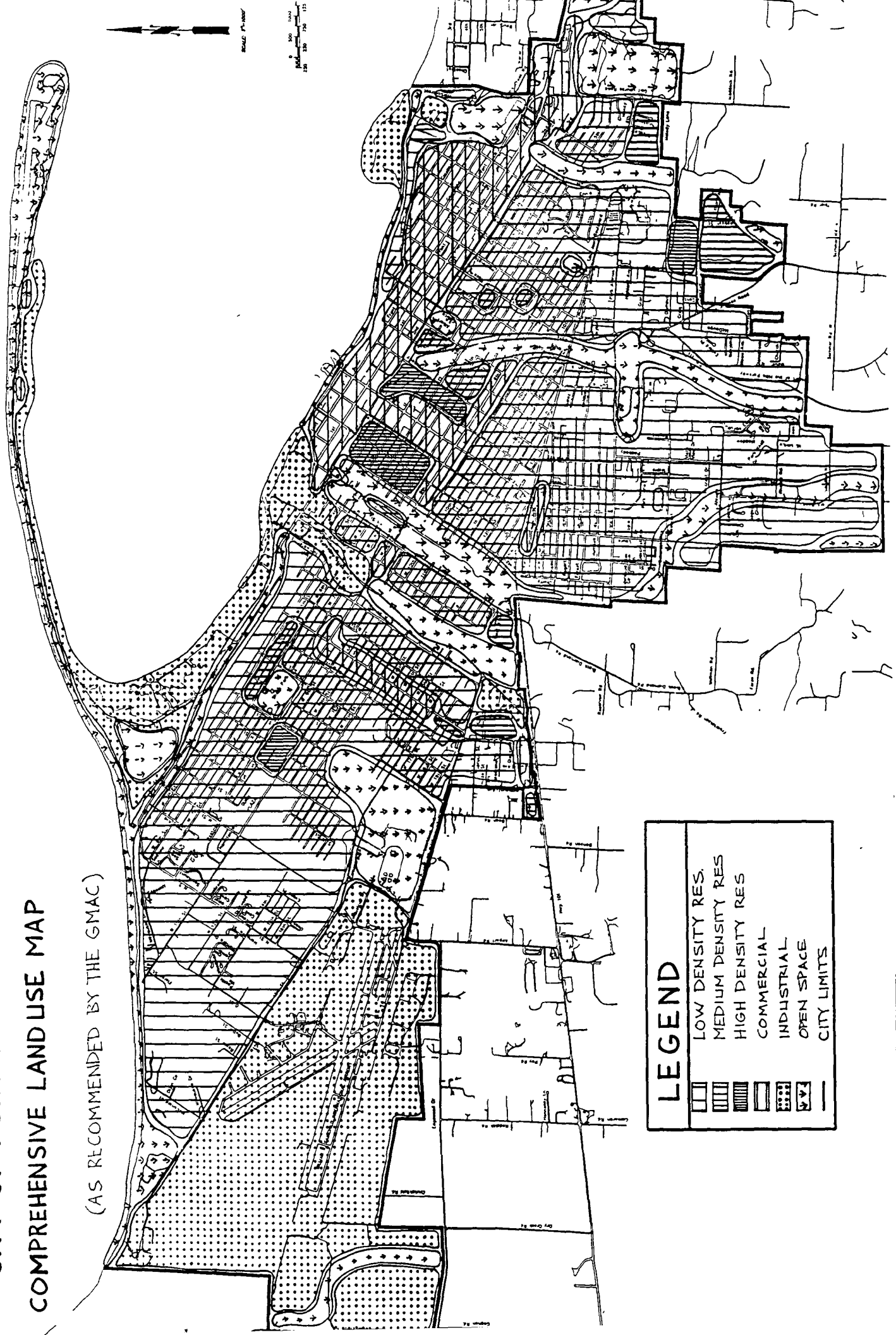
1. Infrastructure which makes sites attractive and ready to develop, including transportation facilities and utilities, should be available to industrial parks. Industrial development should be encouraged to follow industrial park approaches.
2. Industrial zones should be buffered to mitigate nuisance and hazardous attributes such as noise, particulate matter, water or odor pollution, or objectionable visual material.
3. Industrial activity should be located in two major areas: adjacent to the harbor, and around the airport.
4. Because they are hazardous and detrimental to the community and 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.

Land-Use Map

The Comprehensive Plan Land Use Map is shown as Figure 11.

CITY OF PORT ANGELES COMPREHENSIVE LAND USE MAP

(AS RECOMMENDED BY THE GMAC)



LEGEND	
[Diagonal hatching pattern]	LOW DENSITY RES.
[Vertical hatching pattern]	MEDIUM DENSITY RES
[Horizontal hatching pattern]	HIGH DENSITY RES
[Stippled pattern]	COMMERCIAL
[Cross-hatching pattern]	INDUSTRIAL
[Dotted pattern]	OPEN SPACE
[Solid line]	CITY LIMITS

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 principle arterials, minor arterials, and collectors with the remaining streets classified as locals.

Goals and Policies

Goal

- A. To develop a coordinated, multi-modal circulation system which serves all areas of the city and all types of users in the most safe, economical and efficient manner possible.

Policies

1. The design criteria for major, secondary and collector arterials and local streets established by the T.I.B Board should be used in Port Angeles.
2. Arterial street rights-of-way should be acquired where feasible or legally established by the city in advance of the time of development in accordance with this Comprehensive Plan.
3. New streets should be designed and constructed to conform to the Functional Classification Plan and standards as adopted by the City.
4. Major, secondary, and collector arterials should be located on the edge of district boundaries wherever possible.
5. Pedestrian, equestrian and bicycle paths should be an integral part of the circulation system.
6. Consideration should be given to the safety of non-motorized modes of transportation. Adequate sidewalks, crosswalks, bicycle paths and handicapped access should be provided.
7. The collector arterials and neighborhood streets should serve primarily

local traffic with special emphasis on safety for pedestrian traffic.

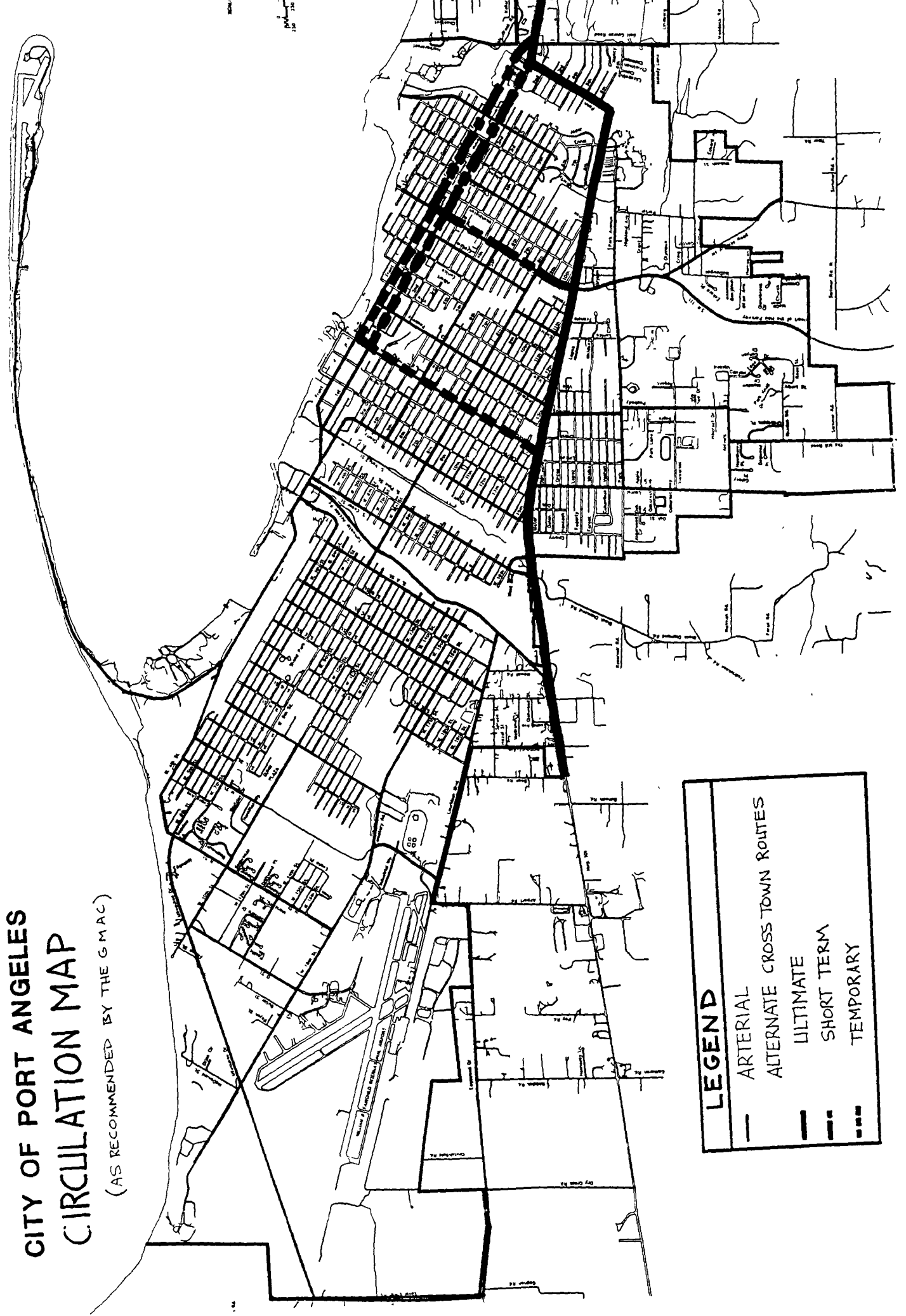
8. Transit terminal locations which should include but not be limited to public transit, commercial bus, taxi, ferry, and airport shuttle services should be located as near to the downtown core as possible.
9. Traffic flow modifications: signalization, signing and parking restrictions, channelization and one-way couplets should be considered before physical alterations are made of existing streets. One-way couplets should be the last traffic flow modification used before physical alteration.
10. The city should consider securing rights to the use of air space where it may be valuable to the community.
11. Offstreet parking within business and residential areas should be adequate and accessible to assure that the traffic flow of the street is not impeded.
12. Shopping centers should be considered as a group with shared facilities with regards to parking.
13. The public transit system should be supported to provide convenient access between neighborhoods, residential, commercial, and industrial areas and major community facilities.
14. The City should develop an alternative route for cross-town traffic.
15. In association with the proposed alternate cross-town route, the City should consider the development of a full intersection Highway 101 and the Truck Route, improve the interchange at Highway 101 and Pine Street, improve the interchange at Highway 101 and Peabody Street, improve the Lauridsen Boulevard bridge over Peabody Creek, develop a bridge crossing over White's Creek, and improve the interchange at Highway 101 and Golf Course Road/Pen Street.
16. The City should consider various methods to divert cross-town traffic around the downtown area.
17. The City should improve circulation to and around the airport and the airport industrial area including the improvement of Airport Road, Milwaukee Drive, and the intersection of Airport Road with Lauridsen Boulevard and Edgewood Drive.

Circulation Plan Map

The Circulation Plan Map is shown as Figure 12.

CITY OF PORT ANGELES CIRCULATION MAP

(AS RECOMMENDED BY THE G.M.A.C.)



LEGEND

- ARTERIAL
- - - ALTERNATE CROSS TOWN ROUTES
- ULTIMATE
- · · SHORT TERM
- · · TEMPORARY

VII. UTILITIES AND PUBLIC SERVICES ELEMENT

General Comments

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

Goals and Policies

Goal

- A. To provide services and facilities which enhance the quality of life for the citizens of Port Angeles, spiritually, morally and physically and to provide such facilities and services to people of all ages, characteristics, needs and interests.

Policies

1. Park and recreation facilities should provide parks which are equitably distributed across the City's planning areas.
2. Public facilities shall contain provisions for citizens with disabilities and should be constructed according to accepted standards.
3. Social services providing home care may be located in residential neighborhoods in a manner that maintains the character of the immediate neighborhood.
4. Departmental comprehensive planning such as water, sewer, and parks and recreation plans shall be consistent with the City's Comprehensive Plan and should be implemented through all land use approvals and construction permits.

Goal

- B. To support services and facilities at different levels of participation, always in collaboration with other public or private agencies.

Policies

1. The City shall be the "primary responsible agency" and shall take the lead in cooperation with other governmental entities to provide:

- * utility and emergency services;
 - * transportation infrastructure, including trails and sidewalks; and
 - * parks and recreation;
2. The City shall participate as a "financial partner" to support essential programs and services including:
 - * youth recreation programs and facilities;
 - * library facilities;
 - * senior programs;
 - * affordable housing;
 - * facilities for senior programs;
 - * utility assistance for low income households; and
 - * social and public health services.
 3. As a "supporter," the City should promote and enhance programs and services including:
 - * library programs such as information and assistance;
 - * affordable housing information and referral;
 - * economic and business development services;
 - * tourism information and services;
 - * schools and community learning;
 - * fine arts;
 - * community recreation; and
 - * public and private youth, family and senior services agencies.
 4. In the promotion of social and community services, the City shall seek opportunities for cooperative development and use of public facilities.

Goal

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

Policies

1. Urban services should encourage industrial diversification.
2. Public facilities should be established and maintained in the Urban Growth Area in accordance with nationally recognized standards as development in the UGA takes place.

3. The City shall develop and implement a regular maintenance cycle for all public facilities.

Goal

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

Policies

1. Urban facilities should be designed for the planned density of a given area.
2. The City shall promote energy conservation and recycling efforts throughout the community. The City's own practices shall serve as a model.

VIII. HOUSING ELEMENT

General Comments

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

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

Goals and Policies

Goal

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

Policies

1. The City should expand the residential land use options in the Port Angeles zoning code by classifying residential zones by allowed density rather than by housing types.
2. Residential uses should be allowed in all non-industrial zones, including commercial and office zones.
3. The retention and development of quality mobile home parks should be encouraged.
4. The City should consider the development of a program which encourages the improvement of substandard housing units in the City of Port Angeles.
5. Adequate infrastructure necessary to support future housing in a variety of allowable densities should be planned.
6. Allowing secondary residential units upon approval of a Conditional Use Permit should be considered in certain residential zones.
7. Public information programs should be developed to promote acceptance of low and moderate income housing.

8. Prior to the approval of any development impact fee, the City should consider its affect on affordable housing opportunities.
9. The City should consider requiring property owners who demolish, substantially rehabilitate, change the use of residential property or remove use restrictions in public assisted housing developments to provide relocation assistance to those tenants displaced as provided for in sections 49 and 50 of the Growth Management Act.
10. In the design of all residential subdivisions, the provision of fire protection to those developments should be a key factor in street design and circulation pattern.

Goal

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

Policies

1. The City should participate in a Housing Task Force comprised of representatives from government, financial institutions, business, construction, real estate and other citizens interested in housing issues. A major goal of the Task Force should be the coordination of efforts to provide affordable housing and encouraging rapid review of low and moderate income housing projects through out the County.
2. A fair share of the county's low and moderate housing opportunities should be provided for within the City of Port Angeles and/or its planning area.
3. The City should participate with the County-Wide Housing Task Force in assembling packages of publicly owned land which could be used for low and moderate income housing.
4. The initiation of a Scattered Site Housing Construction Program should be encouraged.
5. The City should encourage the Clallam County Housing Authority to expand their involvement in affordable housing beyond H.U.D. programs.
6. The City should consider appointing a representative to the Clallam County Housing Authority.

7. The City should cooperate with the Clallam County Housing Authority in investigating the possibility of developing affordable housing units in the City.
8. The City should consider coordinating its efforts with the County to develop a transfer of development rights program with high density receiving zones located within Urban Growth Areas.
9. The City should encourage utility cost savings as a means of increasing affordability of housing.

IX. CONSERVATION ELEMENT

General Comments

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

Goals and Policies

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 and cultural amenities and the overall environment.

Policies

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

Goal

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

Policies

1. The City shall protect the public interest which includes the protection and enhancement of the area's unique physical features, natural, historical and cultural amenities, and the overall environment, while recognizing the rights of private ownership.
2. The City shall 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. The City shall discourage intensive development of sites with severe environmental constraints.
5. The City shall establish minimum standards for development of properties which contain or adjoin critical and environmentally sensitive areas for the purpose of protecting such areas and the enhancement of their natural functions.
6. The City shall regulate site design, preparation and development to avoid or minimize damage to wetlands and other environmentally sensitive areas.
7. The City shall strive to achieve no net loss of wetlands by requiring restoration or enhancement of degraded wetlands or the creation of new wetlands to offset losses which are unavoidable.
8. The City shall preserve uniquely featured lands which still exist in their natural states and which are notable for their aesthetic, scenic, historic or ecological features, and any private or public development which would destroy such qualities shall be prohibited.
9. The City should encourage public access to the shoreline and shall require such access be provided only in a manner that ensures the preservation of a healthy shoreline environment.
10. The City shall enhance and preserve the quality of its air and water as two of its unique physical features.
11. The City shall protect its air and water quality by preventing potential new pollution and reducing pollution from existing pollution sources.
12. The City shall develop and implement a plan to improve water quality which shall include measures to reduce and eventually eliminate stormwater and combined sewer overflow pollutant discharges.
13. The City should where feasible, use regionally consistent requirements for industrial and commercial discharge pretreatment and guide potential new indirect dischargers to locations with appropriate sewer service.

14. The City shall maintain and enhance the quality of surface water resources in the City through the regulation of clearing, grading, dumping, discharging and draining, measures to control flooding and erosion and the protection of wetlands and other environmentally sensitive areas.
15. The City shall encourage the retention of natural vegetation in land development for the purpose of protecting water quality, preventing erosion and encouraging greenbelts.
16. The City shall designate open space areas to preserve major or unique physical features and/or serve as natural greenbelts and wildlife corridors.
17. The City should maintain and preserve public scenic view corridors.
18. The City shall identify and encourage the preservation and restoration of sites and structures that have historical or cultural significance.
18. The City shall take into consideration long-term environmental impacts and benefits over short-term environmental impacts and benefits.
19. The City shall promote and utilize environment enhancing conservation practices such as waste recycling and energy conservation and shall encourage the development and use of alternative forms of energy and transportation which have less impact on the environment.
20. The City should where feasible, coordinate its environmental regulations with County, State and Federal regulations to simplify the permitting process and reduce its associated costs to the land user.

Goal

- C. To promote a community vision of environmental, historical and cultural awareness, the responsible use of natural 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 shall educate the public on 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.

XI. ECONOMIC DEVELOPMENT ELEMENT

General Comments

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

Goals and Policies

Goal

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

Policies

1. The City of Port Angeles should remain the major economic center of the North Olympic Peninsula.
2. The City should promote the retention of employment in all sectors of the local economy.
3. The City should encourage reinvestment in modernization and environmental technology for existing industrial facilities and businesses to promote long term economic stability.
4. The City should promote the diversification of the community's economic base by encouraging the location, retention and expansion of both timber and non-timber related businesses, such as research and development, retirement, tourism, retail trade, marine and ecology related businesses as well as various types of manufacturing including the production of value added natural resource related products, computer related products, and technical devices and components.
5. The City should encourage the location, retention and expansion of small and medium sized manufacturing firms and other businesses which are able to access their markets and suppliers through telecommunications and the community's available shipping and transit facilities and services.
6. The City should encourage the development and transition of the historic downtown waterfront area into a retail, dining, and entertainment oriented

shopping district that is attractive to both tourists and local residents.

7. The City should develop adequate utilities and circulation improvements and identify environmental constraints in the airport industrial area in cooperation with other governmental agencies.
8. The City should encourage training and educational opportunities which strengthen and increase the variety of skills available in the work force.
9. The City should promote the motivation and availability of the community's work force as a major economic development strength.
10. The City should encourage inter-jurisdictional cooperation between the City, Clallam County and other cities to promote the economic development of the region.
11. The City should work with other community organizations in developing an effective business assistance program directed toward the commercial business owner.

Goal

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

Policies

1. The City should promote the region's quality of environment and available natural resources as factors in attracting and retaining business and industry.
2. The City should promote the community's quality public school system and other educational opportunities as factors in attracting and retaining business and industry.
3. The City should encourage the development of planned office, business and industrial parks in a manner that takes into consideration the physical features of the land and interacts well with the surrounding area and other elements of the community.
4. The City should encourage the enhancement of the existing two year community college through the expansion of its curriculum and additional four year degree opportunities.

5. The City should encourage the availability of housing that meets the needs of the entire spectrum of the community's work force.

XII. Capital Facilities Element *This element is not yet completed and will be made available at a later date.*

General Comments

Goals and Policies

Goal

A.

Policies

Capital Facilities Plan

APPENDIX A

Environmental Impact Statement

This appendix is still being developed.

APPENDIX B

County-Wide Planning Policy

APPENDIX C

**Clallam County Housing Needs Assessment;
Population, Economic and Housing Profile, Port Angeles**

**Population, Economic and
Housing Profile, Port Angeles**

Population, Economic, and Housing Profile Port Angeles

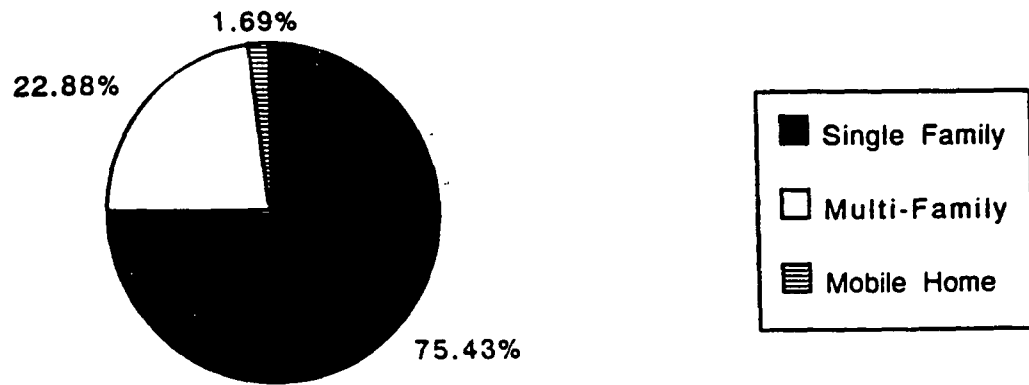
- The population of Port Angeles has increased by 2% between 1980 and 1990 as contrasted with a growth rate of 5.77% in the decade before.
- Consistent with the nationwide trend in decreasing household size, the average household size in Clallam County went from 2.42 in 1980 to 2.34 in 1990.
- The population of Port Angeles is becoming ethnically more diverse. African-Americans, Native Americans and Alaskan Natives, Asian and Pacific Islanders, and people of Hispanic origin all increased in number between 1980 and 1990. The population is still predominantly Caucasian at 95% and 5% minority.
- Overall housing units increased by 575 units between 1980 and 1990. Mobile home units increased by 23% between 1980 and 1990, compared with a 6% increase in single family units and an 12% increase in multi-family units. The City is primarily at single family density, 77% of all units are single family homes or mobile homes and 23% are multifamily units.
- 16% of the housing stock is in poor to fair condition. (This does not include multi-family buildings larger than duplexes for which condition data was not available.)
- The median home value increased by 34% (as compared to 49% for the County) in the ten year period, from \$51,600 to \$69,195. At the same time, the amount of income required to purchase the average priced home rose from \$25,043 to \$27,495, an increase of 10%.
- In order to afford the 1990 average priced home of \$69,195 in Port Angeles, a family must make 92% of the median income for a family of four.

- The rental housing stock is comprised approximately of 1,601 multifamily units and 1,055 mobile home and single family units.
- There were 483 assisted rental housing units in the County in 1980. That number has grown to 910 in 1990.
- Average rents vary by housing type as these examples of two bedroom rents for apartments and houses illustrate:

Apartment	\$375
Duplex, Fourplex	\$400
House	\$500

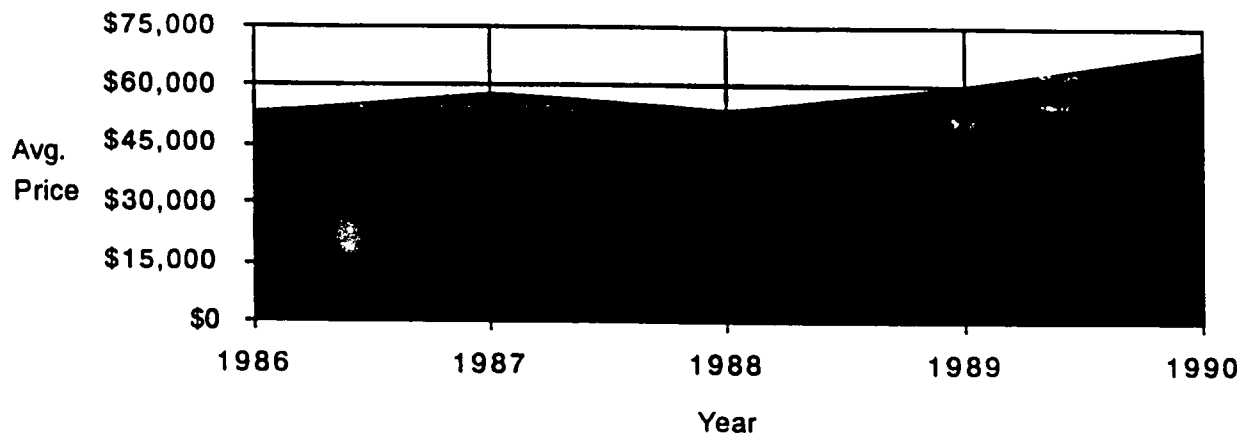
- Vacancies in Port Angeles are very low, at 0 to 1% in most rental housing types. There is a shortage of 2-3 bedroom homes for rent. Many homes are being converted out of rental status for home ownership.
- Families earning less than 78% of median income for a family of four cannot afford to rent an average priced 2 bedroom house in the Port Angeles rental market. (Based upon a definition which defines affordability as 30% of gross income for rent and utilities) Apartments are more affordable, but are still out of reach of many families who earn minimum wage, average wage, or fixed incomes from public sources.
- There are 73.9 recipients of public assistance per 1,000 Port Angeles/Clallam County residents as compared with the State figure of 66.6 recipients per 1,000 population.

**Port Angeles Housing Mix
1990**



Source: Pacific Development Concepts/WA State OFM 1991

**Weighted Average Single Family Home Price
Port Angeles 1986-1990**



Source. Pacific Development Concepts/The Digest 1991

SELECTED POPULATION, ECONOMIC, AND HOUSING DATA
JEFFERSON-CLALLAM HOUSING NEEDS STUDY, 1991

PORT ANGELES

Population and Households

Population	1980	1990	% Change
Unincorporated	28,264	32,235	14%
Incorporated	23,384	24,229	4%
Port Angeles	17,311	17,710	2%
Forks	3,060	2,902	-5%
Sequim	3,013	3,617	20%
Total	51,648	56,464	9%
Households	6,937	7,360	6%
Owner Households	4,281	Available 1990	
Renter Households	2,656	Census 8/91	
Household Size	2.42	2.34	-3%
Age Distribution			
00-19	5,085	Available 1990	
20-29	3,153	Census 8/91	
30-39	2,187		
40-64	4,335		
65-74	1,459		
75+	1,092		
Race			
White	16,563	16,880	2%
Black	47	70	49%
Indian, Eskimo & Aleut	436	448	3%
Asian and Pacific Islander	155	249	61%
Other	110	63	-43%
Hispanic Origin	252	288	14%

Housing Units

Unit Type	1980	1990	% Change
Total Units	7,288	7,863	8%
Single Family Units	5,579	5,931	6%
Multi-Family Units	1,601	1,799	12%
Mobile Home Units	108	133	23%

Assisted Units

Renters:

Family	190
Elderly	227

Persons in Group Quarters	516	488	-5%
Occupied Units	6,937	7,360	6%
Vacant Units	346	473	37%

Housing Condition and Valuation

Single Family Housing Condition	1980	1990	% Change
Low		179	
Fair		820	
Average		2,443	
Good		2,165	
Very Good		467	
Excellent		0	
Total		6,074	

School District Assessed Value 000's	\$791,998	\$948,696	20%
--------------------------------------	-----------	-----------	-----

Owner Characteristics

	1980	1990	% Change
Owner Households	4,281	Available 1990 Census 8/91	
Median Home Value	\$51,600	\$69,195	34%
Income Needed to Afford Average Home	\$25,043	\$27,495	10%

Renter Characteristics

	1980	1990	% Change
Renter Households	2,656	Available 1990 Census 8/91	
Median Contract Rent	\$189		
Rental Vacancy Rate	5.8		
Income Needed to Afford Average Rent	\$9,560		

Income Characteristics

	1980	1990	% Change
Household Income			
> \$5,000	951	Available 1990	
\$5,000 to \$7,499	664	Census Summer	
\$7,500 to \$9,999	567	1993	
\$10,000 to \$14,999	1,043		
\$15,000 to \$19,999	914		
\$20,000 to \$24,999	825		
\$25,000 to \$34,999	1,175		
\$35,000 to \$49,999	556		
\$50,000 or more	239		
Household Median	\$16,890	\$23,700	40%
Family Median	\$19,796	\$30,000	52%
30% of Median	\$5,939	\$9,000	52%
50% of Median	\$9,898	\$15,000	52%
80% of Median	\$15,837	\$24,000	52%

Public Assistance

Port Angeles/Clallam	
Recipients	3,154
Recipients per 1000	73.9
State Recipients	310,507
Recipients per 1000	66.6

Labor Characteristics

	1980	1990	% Change
Total Labor Force	21,100	24,430	16%
Employed	18,230	22,570	24%
Unemployed	2,880	1,860	-35%
Unemployment Rate	13.6	7.6	
Per Capita Income	\$9,402	\$14,142	50%
Avg Income Per Job	\$14,082	\$17,745	26%

Homeless

	1980	1990	% Change
Homeless Individuals		1,443	
Bedrights Provided		11,519	
Turnaways		137	

Note 1: The data presented for 1980 and 1990 are derived from a number of sources and from slightly different time-frames. The data presented is the most recent data available in March, 1991. As 1990 Census Data becomes available, and other sources are updated by the State, the data can be readily updated.

Note 2: The shaded regions represent data which is presented at the County-wide level.

**AFFORDABILITY ANALYSIS
JEFFERSON-CLALLAM HOUSING NEEDS STUDY, 1991**

PORT ANGELES

Homeowner Affordability

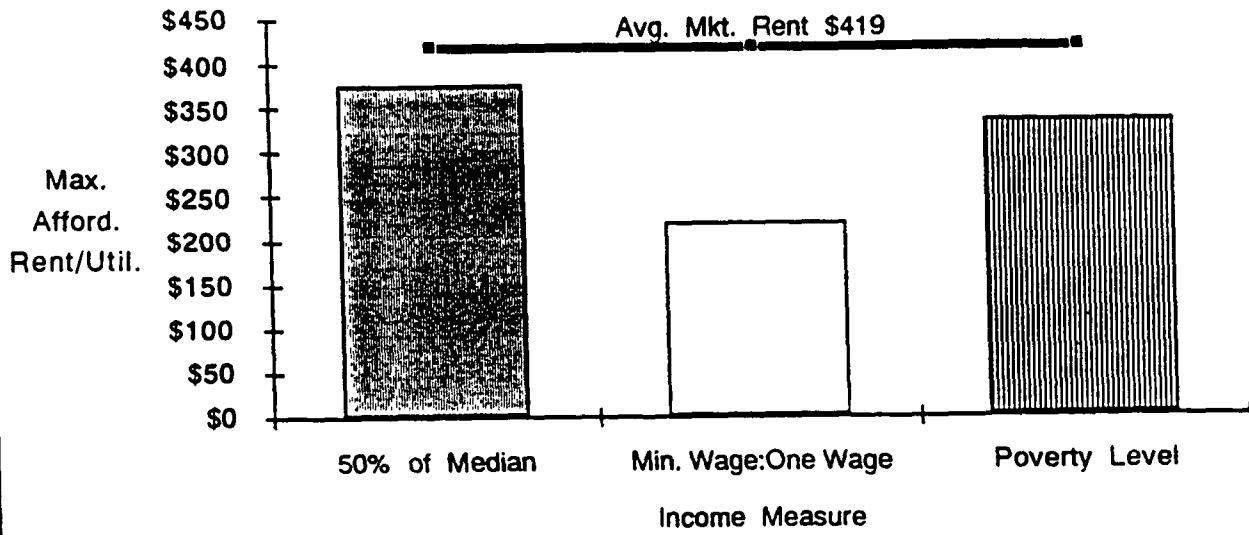
Underlying Assumptions:

- (1) Median home value is \$69,195.
- (2) Income needed to afford average home is \$27,495.*
- (3) Percentage of median income necessary to afford average home is 92%.

	<u>1990</u>	<u>Income (Gap) or Surplus to Afford Average Home</u>
Family Median Income	\$30,000	\$2,505
80% of Median Income	\$24,000	(\$3,495)
50% of Median Income	\$15,000	(\$12,495)

* Based on 10/90 loan to value ratio, 360 periods, 9.91% interest rate, 13% of value for taxes and \$250/year for insurance all equaling 28% of gross income.

**Port Angeles-Affordability of 2-Bedroom Apartment
Family of Four, Rent+Utilities, 1991**



Source: Pacific Development Concepts

**AFFORDABILITY ANALYSIS
JEFFERSON-CLALLAM HOUSING NEEDS STUDY, 1991**

PORT ANGELES

Affordability of Average Rent for a 2-Bedroom Apartment

Underlying Assumptions:

- (1) Federal affordability standard: rent + utilities = 30% of gross income.
- (2) Based upon family of four.
- (3) Average rent for 2-bedroom apartment is \$375.
- (4) Average utility/service allowance is \$44.
- (5) Average rent + utilities is \$419.

<u>Income Measure</u>	<u>Annual Income</u>	<u>Max. Affordable Rent + Utilities @30% of Gross</u>	<u>Income (Gap) or Surplus to Afford Avg. Rent/Mo.</u>	<u>% of Income Needed to Afford Avg. Rent</u>
Poverty	\$13,400	\$335	(\$84)	38%
Minimum Wage:				
One Wage	\$8,840	\$221	(\$198)	57%
Two Wage	\$17,680	\$442	\$23	28%
Average Wage:				
One Wage	\$17,784	\$445	\$26	28%
Two Wage	\$35,568	\$889	\$470	14%
50% of Median	\$15,000	\$375	(\$44)	34%
Median	\$30,000	\$750	\$331	17%

**AFFORDABILITY ANALYSIS
JEFFERSON-CLALLAM HOUSING NEEDS STUDY, 1991**

PORT ANGELES

Affordability of Average Rent for a 2-Bedroom House

Underlying Assumptions:

- (1) Federal affordability standard: rent + utilities = 30% of gross income.
- (2) Based upon family of four.
- (3) Average rent for 2-bedroom house is \$500.
- (4) Average utility/service allowance is \$82.
- (5) Average rent + utilities is \$582.

<u>Income Measure</u>	<u>Annual Income</u>	<u>Max. Affordable Rent + Utilities @30% of Gross</u>	<u>Income (Gap) or Surplus to Afford Avg. Rent/Mo.</u>	<u>% of Income Needed to Afford Avg. Rent</u>
Poverty	\$13,400	\$335	(\$247)	52%
Minimum Wage:				
One Wage	\$8,840	\$221	(\$361)	79%
Two Wage	\$17,680	\$442	(\$140)	40%
Average Wage:				
One Wage	\$17,784	\$445	(\$137)	39%
Two Wage	\$35,568	\$889	\$307	20%
50% of Median	\$15,000	\$375	(\$207)	47%
Median	\$30,000	\$750	\$168	23%

**RENTAL HOUSING SUMMARY
JEFFERSON-CLALLAM HOUSING NEEDS STUDY, 1991**

PORT ANGELES AREA

Rental Housing Composition

<u>Housing Type</u>	<u>No. of Units*</u>	<u>% of Total</u>
Multi-Family	1601	60%
Single Family- and Mobile Home	1055	40%

*Based on 1980 Census figures.

Single Family Residence Rents and Vacancies

<u>Number of Bedrooms</u>	<u>1991 Rent Range*</u>	<u>Average Rent</u>	<u>% Vacant</u>
1 Bedroom	\$300-\$400	\$350	0%
2 Bedroom	\$400-\$650	\$500	0%
3 Bedroom	\$450-\$1,000	\$600	0%
4 Bedroom	\$500-\$850	\$650	0%

*1991 rent figures represent actual current effective rents in March and April 1991.

Note: Expect continued upward pressure on rents. Some rental homes have been lost to owner occupied housing during the last year which further contributed to the rental shortage. Approximately 400 homes are available as long term rentals in the Port Angeles area.

Duplex to Fourplex Rents and Vacancies

<u>Number of Bedrooms</u>	<u>1991 Rent Range*</u>	<u>Average Rent</u>	<u>% Vacant</u>
1 Bedroom	\$325-\$350	\$325	0%
2 Bedroom	\$350-\$495	\$400	0%
3 Bedroom	None Available		
4 Bedroom	None Available		

*1991 rent figures represent actual current effective rents in March and April 1991.

Note: No additions to supply are projected in 1991. Expect upward pressure on rents for 1991.

Apartment Rents and Vacancies

<u>Number of Bedrooms</u>	<u>1991 Rent Range*</u>	<u>Average Rent</u>	<u>% Vacant</u>
1 Bedroom	\$210-\$350	\$325	0-1%
2 Bedroom	\$275-\$475	\$375	0-1%
3 Bedroom	None Available		
4 Bedroom	None Available		

*1991 rent figures represent actual current effective rents in March and April 1991.

Note: Approximately 250 apartment units are available in the Port Angeles area. A modest vacancy exists in non-subsidized units as Landmark Management reports 5 available units. No new apartments are being built at present. Expect mild upward pressure on rents. A waiting list currently exists for subsidized units.

Mobile Home Park-Leased Space, Rents and Vacancies

Type of Space	1991 Rent Range*	Average Rent	% Vacant
Single Wide	\$135-\$165	\$140	0%
Double Wide	\$140-\$160	\$160	0%
RV	\$120-\$265	\$190	Seasonal Fluctuations

*1991 rent figures represent actual current effective rents in March and April 1991.

Note: Strong demand as most parks are 100% occupied. No new mobile home parks are planned in the near future.

Summary Comments

Shortage of 2-3 bedroom homes for rent. The three property managers have only 3 homes and 11 apartments for rent. Many homes are being purchased by future retirees. A limited care retirement home, Park View Villa has 27 vacant units out of a total 107. Rents range from \$600-\$1,400 per month.

Source: Russ Mellon, Rent Survey 4/91, Pacific Development Concepts.

APPENDIX D

Public Surveys and Response Summaries

This appendix is available at City Hall.

CLALLAM COUNTY COUNTY-WIDE PLANNING POLICY

JUNE 30, 1992

(Entire Doc
Not Lazered
Lazered Elsewhere)

**CLALLAM COUNTY
COUNTY-WIDE PLANNING POLICY
OUTLINE**

- I. LEGISLATIVE MANDATE**
- II. AGREEMENTS**
- III. DEFINITIONS**
- IV. COUNTY-WIDE PLANNING POLICIES**
 - A. Urban Growth Area Policies**
 - B. Joint Planning and Contiguous and Orderly Development**
 - C. Siting of Public Capital Facilities**
 - D. Transportation Facilities and Strategies**
 - E. Affordable Housing**
 - F. Economic Development and Employment**
 - G. Fiscal Impact Analysis of Urban Growth Areas**
 - H. Open Space Corridors Within and Between Urban Growth Areas**
- V. IMPLEMENTATION OF COUNTY-WIDE PLANNING POLICY**
- VII. APPENDICES**
 - A. Desired Planning Policies/Conceptual Ratification Process**
 - B. Population Trends**
- VI. RATIFICATION OF COUNTY-WIDE PLANNING POLICY**

MEMORANDUM

TO: John Pope, Superintendent
Port Angeles School District

FROM: Mart Kask : M.K.
Kask Consulting

SUBJECT: SEPA Based Mitigation Program as an Alternative to
Growth Management Act Based School Impact Fees

DATE: October 25, 1992

INTRODUCTION

The 1990 Growth Management Act (GMA) does not mandate that school districts adopt school impact fee programs. Implementation of a school impact fee program is left at the discretion of a school district in cooperation with units of local government such as a city, town or county.

Many school districts have not opted to pursue a school impact fee program. The most common reasons are listed below:

- o A school impact fee program is a form of taxation that is levied on newcomers to the district, creating negative feelings and jeopardizing future bond levy elections.
- o Moneys generated through a school impact fee program are small in comparison what needs to be raised through bond issues. Therefore, a school impact fee program is not worthwhile to pursue since it tends to alienate the people who will be voting on future bond issues.
- o Some cities, towns and counties have set impact fees at rates that are very low. In this situation, some school districts have felt that it is to their interest not to get engaged in impact fee programs that produce very little revenue.
- o Some cities, towns and counties have opted not to have any impact fee programs altogether.

SEPA PROGRAM

The State Environmental Policy Act (SEPA) requires that probable significant adverse environmental impacts of any major development proposal be identified and taken into consideration at the time of development approval. This, in itself, does not require any mitigation. The development approving authority (city, town or county) may rule that the impact or impacts are not significant or adverse and will allow the project to proceed without requiring any mitigation.

CONCURRENCY REQUIREMENTS

In 1990, the GMA limited the discretionary authority of the town, city or county elected officials granting development approvals. Specifically, the State Subdivision Act was amended that now requires the elected officials of a town, city or county to certify, in writing, that adequate utilities, roads, schools, and school facilities are in place concurrently with the development before granting approval. If utilities, roads, and schools are not in place or planned to be in place concurrently with the development, the permitting authority (town, city or county) can not issue a development permit.

The prosecuting attorney in Kitsap County ruled that the Kitsap County Commissioners can not approve a plat or a short-plat if they have on file a letter from the affected school district stating that they have no room to house the proposed development generated students. This condition in Kitsap County led to the creation of a GMA based school impact fee program.

SEPA BASED MITIGATION PROGRAM

A school district can effectively make use of the combination of the SEPA law and the concurrency requirements in the State Subdivision Act and require mitigation to school impacts. The mitigation is limited (by past court actions) to providing portable classroom space. Further, the law requires that the amount of mitigation be based on a "voluntary agreement" between the developer and the school district.

The mitigation is usually made in the form of payment of a sum of money to the school district to cover a portion of the cost of purchasing portable classrooms. It costs about \$2,000 to \$3,000 to house a student in a newly purchased portable classroom. The mitigation fees that school districts have been able to negotiate, have ranged from \$650 to \$1,200 per student.

The specific steps that a school district can take to get into a SEPA based impact mitigation program are as follows:

1. The school board adopts a resolution stating that it is their policy to require mitigation of adverse impacts if overcrowding occurs.
2. The superintendent sends a copy of the above resolution to each city, town and county in their district and requests that the district be notified, in writing, of all residential development proposals.
3. The district reviews all proposed residential development proposals, comments on their impacts, and requests mitigation if overcrowding is present or occurs as a result of the proposed development.
4. The city, town, or county then informs the developer and requests that a voluntary agreement be reached between the developer and the school district.
5. The school district negotiates with the developer an agreement that spells out the amount of money per student or per lot the developer is required to pay the school district. The agreement also specifies when the payment is to be made.
6. The school district and/or the developer sends the agreement to the permitting authority and it will be attached to the plat approval document as a condition of approval and becomes a lien on the property.
7. The school district collects the funds in accordance with the above stated agreement and provides the needed classroom space in portable units.

The SEPA based mitigation program has both its strengths and weaknesses. Its strengths are that the program does not require passage of any specific impact fee ordinance. All the laws and regulations are already in place. The negative side of the SEPA based mitigation program is that it produces low amounts of money in comparison to the GMA based impact fee programs. It also requires case by case negotiation with developers on each project which may turn into a substantial amount of work for a school district. Also, it excludes all single family residences that are built in units less than seven and it excludes all multifamily units that do not require platting.

MEMORANDUM

TO: John Pope, Port Angeles Public Schools
FROM: Mart Kask, Kask Consultants **M.K.**
SUBJECT: School Impact Fees
DATE: August 7, 1992

GROWTH IMPACTS ON SCHOOLS

Residential growth and development in the Puget Sound region is outpacing the ability of school districts to construct new schools. In addition, many school districts find that they need to modernize and bring up to code schools that were built in the 1950's and 1960's. For example, asbestos removal alone has been a necessary and costly activity.

Our changing society is also placing new demands on school districts. Multilingual programs and computer labs are no longer innovative experiments but rather obligatory parts of the core curriculum.

The State of Washington is also placing new demands on schools such as lowering class size, particularly in the early elementary grades, while limiting or cutting back funds for school construction. Local school boards, while under pressure to improve test scores, are mandated to hold down instructional costs.

To meet school overcrowding problems, many school districts have resorted to the purchase of portable classrooms. Lacking the funds to build new schools, portables seem to be a relatively inexpensive way to provide temporary classroom space.

Adding portable classrooms to existing school sites poses serious problems to the school district. First, portables are temporary classroom space. The continued use of them tends to diminish the quality of education. Second, portables tend to overtax the core facilities that were sized and built to support the student population in the permanent structure. Restroom, kitchen, and library facilities become overtaxed. Some schools are now running four different lunch breaks due to shortages in lunchroom space.

Rapid growth in many communities has pitted "old timers" against the "new comers". The old timers, who have lived in the community, raised their children, and supported school bond issues faithfully for years, are questioning why they are being asked once more to support new bond issues to build schools for the new comers.

Their response is largely to say, "Let the new comers pay for the new schools." This negative attitude and resentment makes it difficult for a school district to pass bond issues for new school construction.

ALTERNATIVE SOLUTIONS

There are many ways to respond to school overcrowding. No one solution is ideal. School districts are considering and devising a number of solutions. Some of the alternatives are discussed below.

Increased State Funding. School districts have in the past, and will continue in the future, to seek increased state funding for capital projects. Since state capital construction funds for schools come from the sale of a diminishing supply of state owned timber, the funding source has not been able to keep up with the growing demand for construction funds. While demand for school construction funds is increasing, the funding supply is holding steady or diminishing. For the past three to four years, the state legislature has supplemented the school capital construction funds from a state general fund budget. This places the school districts in a political competition with all other state funded departments, organizations, and interest groups vying for a share of the general fund budget. The outcome of such a competition is unpredictable. It makes it difficult for school districts to plan major expenditure projects far in advance since they do not know how much state support may be available.

Greater Reliance on Bond Issues. The uncertainty and unpredictability of state funding have forced many school districts to rely almost entirely on local bond issues for new school construction. New schools are built entirely with bond funds. When state capital construction funds arrive, often after the school has been built, these funds are then rolled over into the construction of the next school.

Increase in Class Size. Some school districts are forced to increase class size to meet the demand to house growth-generated new students. This, in turn, poses a problem because many school districts have a board policy to limit classroom size or have made such commitments in their labor contracts with teachers' unions.

More Portables. As discussed earlier, reliance on portables tends to overtax core facilities and provide an environment for low quality education. Many school districts have run out of physical space in which to site portables. Furthermore, portable placement will cut into playground space at elementary school sites and athletic facilities at middle/junior high, and high school sites.

Year Round Schools. Year round schools have been embraced by some school districts. However, it remains far down the list as a solution to school overcrowding by most school districts. The State Board of Education is beginning to take the idea of year round school operations more seriously. Going to a year round school schedule increases the capacity of a school by about thirty percent.

Double Shifting. All school districts are aware of double shifting, but few talk about it. Double shifting is not an option to most parents of school age children. Double

shifting places severe emotional and economic strains on families, particularly those with two wage earners.

Impact Fees. Impact fees are fees levied on new development to pay part of new school construction. Impact fees for schools were authorized in the 1990 Growth Management Act. Many school districts in western Washington have school impact fee programs in place resulting in the collection of impact fees ranging from less than \$1,000 to over \$3,000 for new residential units. Multifamily units generally pay a lesser amount than single family residential units because the number of students generated by a multifamily unit is typically less than that of a single family unit.

SCHOOL IMPACT FEES

School impact fees are new to school districts in the State of Washington but are standard procedure in California and Florida. As stated earlier, the 1990 Growth Management Act authorizes school districts to levy impact fees and lays out requirements that school districts and local governments must take into account in order to make levying of fees possible.

SEPA Based Mitigation. Prior to the enactment of the 1990 Growth Management Act and even today, many school districts have sought payment of funds from developers for the purchase of portable classrooms to mitigate the impact of a particular residential development on the capacity of the school system. The funds are a result of a voluntary agreement that both the developer and the school district have agreed to. Usually, it is a sum of money that will go toward the purchase of portable classrooms.

GMA Based Impact Fees. Again, the 1990 Growth Management Act authorizes a school district to levy impact fees for the purpose of building new permanent school buildings to house growth generated students. School districts are not allowed to levy impact fees on new development to pay for past deficiencies. Impact fees must be based on documented facts and can only be collected after an enactment of a school impact fee ordinance by a city or a county.

Those school districts that have enacted school impact fee programs expect to generate about 15 to 25 percent of the needed capital construction funds from fees. The remaining 75 to 85 percent will come from bond issues and the state capital construction fund. Any impact fee program must be accompanied by a school district capital facilities plan.

A Growth Management impact fee program takes effect on July 1, 1993, at the time local governments that are required to prepare and adopt comprehensive plans. The law allows school impact fee programs to commence prior to July 1, 1993. The program requirements and elements are the same. Any school impact fee program adopted prior to July 1, 1993, is considered interim because it stands alone and apart from the comprehensive plan of July 1, 1993.

Concurrency. The 1990 Growth Management Act also amended the state subdivision act by stating that local government elected officials cannot approve a plat or a short plat for development until they issue written findings that adequate

public facilities, including schools, will be available concurrently at the time of development. If school districts can not guarantee that adequate school facilities will be available concurrently with the development, the plat can not be approved. The local government officials have a choice either to postpone the approval of the plat to a specific time when school facilities are available or to deny the application. This provision in the law will always be there, whether a school district opts to adopt a school impact fee program or not.

PORT ANGELES SCHOOL PROGRAM

Port Angeles Public Schools began to explore the possibility of pursuing a school impact fee program early in 1991. Today, a consultant has been hired and the School District is developing the materials that will go before the School Board this fall for review.