



City of Port Angeles

Comprehensive Plan

Amended, 2016 Update
Adopted by City Council on June 21, 2016



Contents

Chapter 1 - Introduction

Foundation of City Policy.....	1•1
GMA Compliance	1•1
Purpose of the Comprehensive Plan	1•2
Compliance with the Comprehensive Plan	1•3
Plan Development & Public Participation	1•4
Organization & Requirements of the Comprehensive Plan	1•4
Use of the Comprehensive Plan	1•7
Community Vision	1•8
City Actions Since the 2004 Update	1•11

Chapter 2 - Growth Management

General Comments	2•1
GMA Goals & Policies	2•3

Chapter 3 - Land Use

General Comments	3•1
Land Use Categories	3•2
Future Land Use Map	3•3
Land Use Map: Goals & Policies	3•5
Residential: Goals & Policies	3•5
Commercial: Goals & Policies	3•7
Industrial: Goals & Policies	3•9
Open Space: Goals & Policies	3•11

Chapter 4 - Transportation

General Comments	4•1
Transportation Goals & Policies	4•3

Chapter 5 - Utilities & Public Services

General Comments	5•1
Utilities Goals & Policies	5•3

Chapter 6 - Housing

General Comments	6•1
Housing Goals & Policies	6•3

Chapter 7 - Conservation

General Comments	7•1
Conservation Goals & Policies	7•3

Chapter 8 - Capital Facilities

General Comments	8•1
Capital Facilities Goals & Policies	8•3

Chapter 9 - Economic Development

General Comments	9•1
Economic Development Goals & Policies	9•3

Chapter 10 - Parks & Recreation

General Comments	10•1
Parks & Recreation Goals & Policies	10•3

Chapter 11 - Implementation

General Comments	11•1
Objectives Table	11•3

Appendix A - Community Profile

City History	A•1
Current Characteristics	A•6
Location	A•7
Air	A•7
Water	A•7
Wildlife	A•8
Natural Resources	A•9
Noise	A•11
Population	A•12
Land Use	A•13
Community Facilities	A•13
Planning Areas	A•16
Urban Growth Areas	A•18
Neighborhoods	A•19



Housing	A•28
Transportation	A•29
Urban Services	A•33
Economic Development	A•38

Appendix B - Definitions

General Comments	B•1
Definitions	B•2

Appendix C - GMA Requirements

Introduction	C•1
Requirements for the Land Use Element	
Requirements for the Housing Element	
Requirements for the Capital Facilities Element	
Requirements for the Utilities & Public Services Element	
Requirements for the Transportation Element	
Requirements for siting Public Facilities	

Appendix D - Transportation Analysis

Introduction	D•1
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Introduction

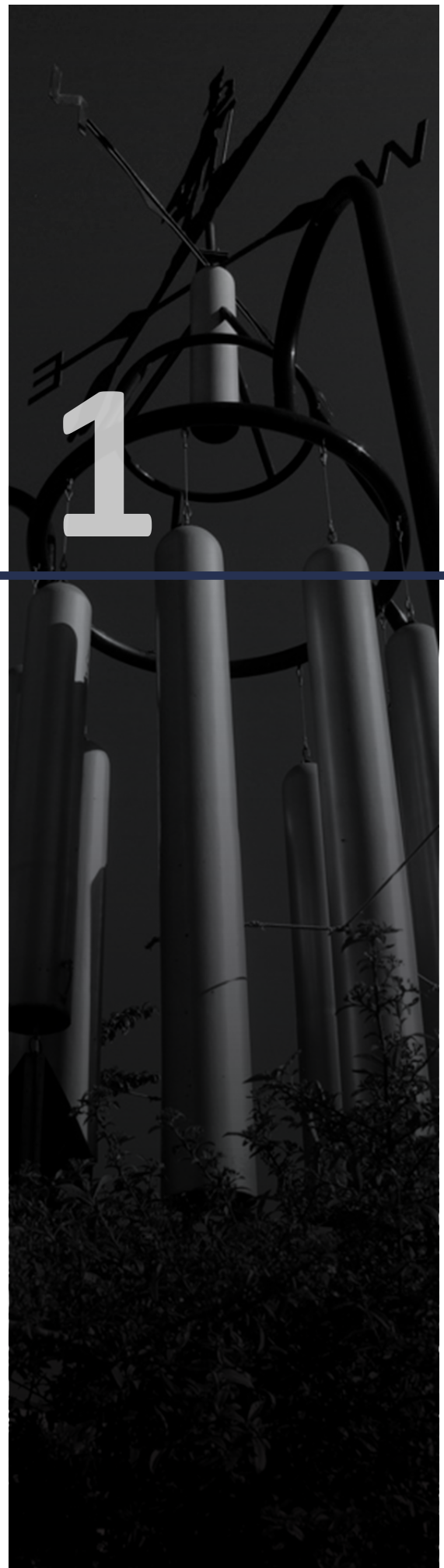
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Foundation of City Policy

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

GMA Compliance

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



plans, the cities, county, and other affected agencies cooperatively developed a set of county-wide planning policies to guide this process.

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

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

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

Purpose of the Comprehensive Plan

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

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

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

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

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



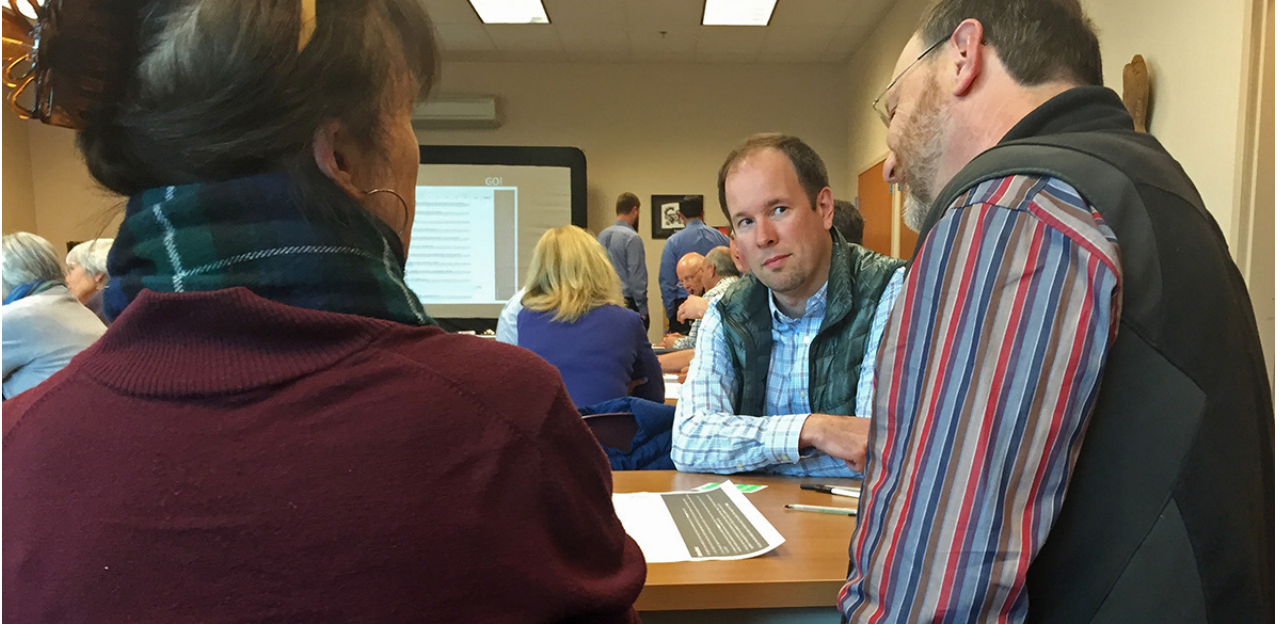


Figure 1.01 – *The 2016 update process reviewed and updated this plan's vision, as well as many of its implementing policies and objectives. (Image: Studio Cascade, Inc.)*

Compliance with the Comprehensive Plan

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

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

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

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



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

Plan Development & Public Participation

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

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

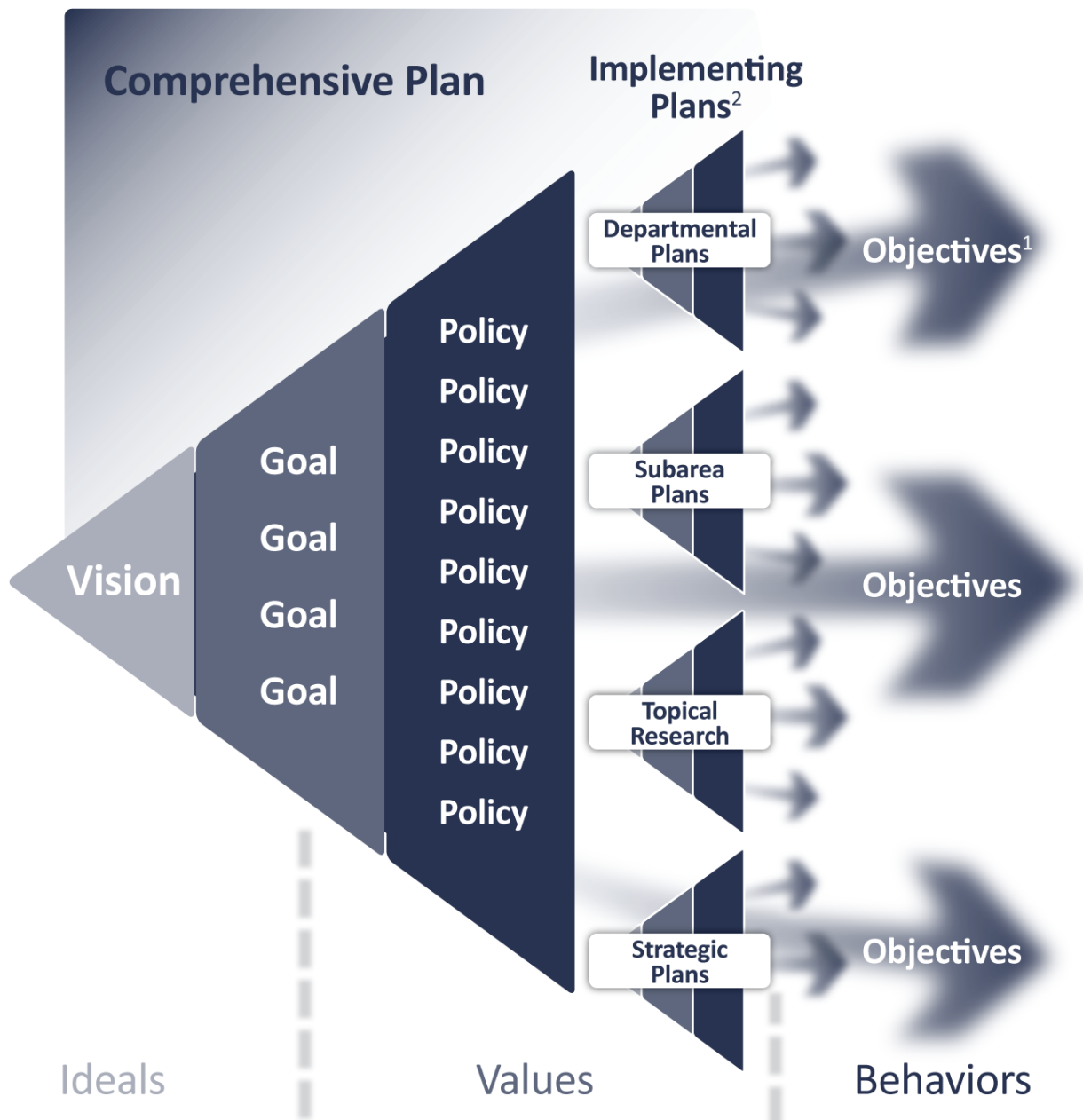
The City of Port Angeles allows amendments to the Comprehensive Plan to occur on an annual basis, within limited time periods. Individual citizens or groups may propose Comprehensive Plan amendments during the three month period between January 1 and March 31 of each year. Proposed amendments require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

Organization & Requirements of the Comprehensive Plan

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

The Comprehensive Plan goals are expressed as broad statements of intent that will fulfill the vision of what the city intends to become or how the city should look or feel in the future. The goals in the





¹ Objectives include programs, capital investments, regulations, etc.

² Examples only. Implementing plans may include a wide variety of plan types

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



Comprehensive Plan are supported by policy statements that usually include the word *should*. The policy statements are directive, and provide a basis for decision-making and establish a principal of wise management leading to achievement of a goal. Objectives are statements of specific actions that when taken will result in the realization of a goal.

The GMA requires that a comprehensive plan consist of a map or maps and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan must also be an internally consistent document, with all elements made consistent with the Land Use Map.

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

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

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

Additionally, comprehensive plans must contain a process for identifying and siting Essential Public Facilities.

This plan contains each of the required elements as well as four additional optional elements: A Conservation Element, an Economic Development Element, a Growth Management Element and a Parks & Recreation Element. Each of the elements have been developed to be consistent with the GMA and to reflect the needs and desires of the City of Port Angeles and its citizens. Detailed minimum requirements for GMA-required elements are provided in Appendix C.



Use of the Comprehensive Plan

The Comprehensive Plan is designed to be used by the public as a way for citizens to learn the long-range goals and policies of the City as a base upon which City officials make land use and other decisions, and as a tool which City staff uses to insure desirable development of the City. This document provides a sense of predictability to citizens of the city or potential residents considering relocating to Port Angeles.

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



Community Vision

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

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

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



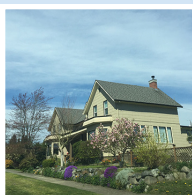
Environment

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



Economic Development

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



Neighborhoods

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



Airport

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





Downtown

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



Small Commercial Centers

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



Waterfront

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



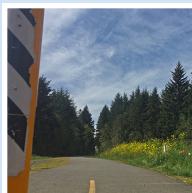
Transportation

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



Community Services

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



Trails

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





Parks and Recreation

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





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



City Actions Since the 2004 Update

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

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

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



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

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

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

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

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

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





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

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

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

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



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

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

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

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

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

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



Growth Management

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General Comments

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

Early in the planning process, the City agreed with the County to address only areas within the current City Limits in the Comprehensive Plan and to work with the County on a joint Comprehensive Plan for the Urban Growth Area (UGA). On April 13, 1993, the Board of Clallam County Commissioners adopted an Interim Port Angeles UGA. In 2005, the City and County entered into an interlocal agreement on a phased annexation plan for the Eastern UGA. A similar agreement was reached regarding the western UGA. At that time, the City established the intended zones that would be applied to areas annexed to the City from the Eastern UGA.



The following goals and policies are included to insure continued compliance with the GMA, and compatibility with the County's Comprehensive Plan outside of the Port Angeles UGA (PAUGA). Objectives related to GMA goals and policies are included in Chapter 11, Implementation.



■ GMA Goals & Policies

Goal

- G-2A** To manage growth in a responsible manner that is beneficial to the community as a whole, is sensitive to the rights and needs of individuals and is consistent with the State of Washington's Growth Management Act.

Policies

- P-2A.01** In all its actions and to the extent consistent with the provisions of this comprehensive plan, the City should strive to implement the following goals of the State Growth Management Act:
- a) *Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
 - b) *Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
 - c) *Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*
 - d) *Housing. Encourage the availability of affordable housing to all economic segments of the population. Promote a variety of residential densities and housing types and sizes, and encourage preservation and expansion of existing housing stock.*
 - e) *Economic development. Encourage economic development throughout the region that is consistent with adopted comprehensive plans, promote economic opportunity, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the region's natural resources, public services and public facilities.*
 - f) *Property rights. Private property should not be taken for public use without just compensation having been made. The property rights of landowners should be protected from arbitrary and discriminatory actions.*
 - g) *Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*
 - h) *Natural resource industries. Maintain and enhance regional natural resource-based industries, including productive timber management, agricultural, and fisheries industries.*
 - i) *Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife*



habitat areas, increase access to natural resource lands and water, and develop parks.

- j) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*
- k) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*
- l) Public facilities and services. Ensure that those public facilities and services necessary to support development should be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*
- m) Historic preservation. Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.*

- P-2A.02** The Port Angeles Urban Growth Area (PAUGA) should be established based at a minimum upon land use demand as determined by the Clallam County 20-year population forecast for Clallam County and specified sub-areas, so long as the county-wide forecast is not less than the most recent forecasts available from the State Office of Financial Management.
- P-2A.03** The City should work with the County to develop an annexation plan which allows the annexation of land characterized by urban development and which is consistent with the extension of services and the land development policies of the City's Comprehensive Plan and Capital Facilities Plan.
- P-2A.04** The City should work with the County to ensure appropriate techniques for managing future growth consistent with the urban density, such as a minimum density within the PAUGA and a maximum density outside the PAUGA. A range of densities should be provided by the City for lands within the PAUGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multi-family development.
- P-2A.05** Urban services/facilities should be provided consistent with the Capital Facilities Element.
- P-2A.06** The City should work with the County and other service providers to determine the appropriate levels of service for such facilities and services and to ensure consistency between service provision within the City, the PAUGA, and the County.
- P-2A.07** The City's preferred policy is to recognize a density of one unit per acre as urban/suburban and to use this density as the demarcation between urban and rural for purposes of establishing or amending the PAUGA; however, the City will continue to discuss this issue with the County with the goal of arriving at a consistent City/County policy prior to finalization of the UGA.



- P-2A.08** The PAUGA should include areas characterized by urban growth adjacent to the existing City boundaries and should take into account the area's physical features.
- P-2A.09** Land designated for commercial or industrial uses, which encourage adjacent urban development, should be located within the PAUGA.
- P-2A.10** The amount of acreage designated for commercial, industrial, or other non-residential uses within the PAUGA should be based upon the Land Use Element and Economic Development Element in the City's Comprehensive Plan.
- P-2A.11** The PAUGA should be established to avoid critical areas, unless addressed as part of the City's Comprehensive Plan, and to exclude resource lands.
- P-2A.12** Urban services to be provided within the PAUGA should include, at a minimum, sanitary sewer systems, solid waste collection/disposal systems, water systems, urban roads and pedestrian facilities, street cleaning services, transit systems, stormwater systems, police, fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.
- P-2A.13** The City should be the ultimate provider of urban services within the City limits and the PAUGA for those services the City provides except to the extent otherwise provided in a UGA Urban Services and Development Agreement that is reached pursuant to the County-Wide Planning Policy.
- P-2A.14** Urban services/facilities for which the City is the ultimate provider should be provided and constructed to meet the design and construction standards of the City.
- P-2A.15** The City or service provider should demonstrate the financial capability for continued operation of the facility following construction.
- P-2A.16** Regulations to protect critical areas, which occur within the PAUGA, should be developed to ensure protection of such areas.
- P-2A.17** All development regulations should be promulgated with due regard for private property rights in order to avoid regulatory takings or violation of due process and to protect property rights of landowners from arbitrary and discriminatory actions.
- P-2A.18** The City and County should together designate and set aside additional lands on the west side of the City for industrial and commercial purposes, both inside the City limits and in the UGA.
- P-2A.19** The City should establish performance measures to review progress toward accommodating growth and to ensure appropriate actions are taken to achieve the goals of our community.

Goal

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



Policies

- P-2B.01** Annexation of land, which is outside the established boundaries of the PAUGA, shall not be allowed.
- P-2B.02** Annexation of land from within the established boundaries of the PAUGA shall be in accordance with the adopted annexation laws.
- P-2B.03** Annexation of land, which is not adjacent to and/or contiguous with the established City Limits boundary-line, should not be allowed.
- P-2B.04** At the time of annexation, the City should appropriately classify and zone such land, based upon the City Comprehensive Land Use Map and the City Comprehensive Plan. Thereafter, the provisions, restrictions, and requirements of The Port Angeles Zoning Code, shall apply to development of the annexed area.
- P-2B.05** Annexation and development of land should be consistent with the orderly extension of urban services/facilities and be in accordance with the City's Comprehensive Plan and capital facility planning.
- P-2B.06** No annexation of land should be allowed in which existing development cannot meet the established concurrency requirements of the City within six years from the time of annexation.
- P-2B.07** No annexation of land should be allowed which results in decreased minimum standards for City streets, water service, sewer service, and/or electrical service provided to existing residents of the City.
- P-2B.08** No annexation of land should be allowed which results in decreased minimum standards for City solid waste collection, stormwater management programs, emergency services and/or telecommunication services provided to existing residents of the City.
- P-2B.09** Annexation boundaries should be drawn to eliminate boundary, interjurisdictional, and service problems.
- P-2B.10** Necessary rights-of-way and easements should be obtained prior to or at the time of annexation.
- P-2B.11** The City should facilitate any annexation in a manner that will minimize financial impact to all residents and businesses.
- P-2B.12** The City should annex its urban growth areas (UGAs) in accordance with State statutes as facilities are extended into those areas and as new urban development takes place.



Land Use

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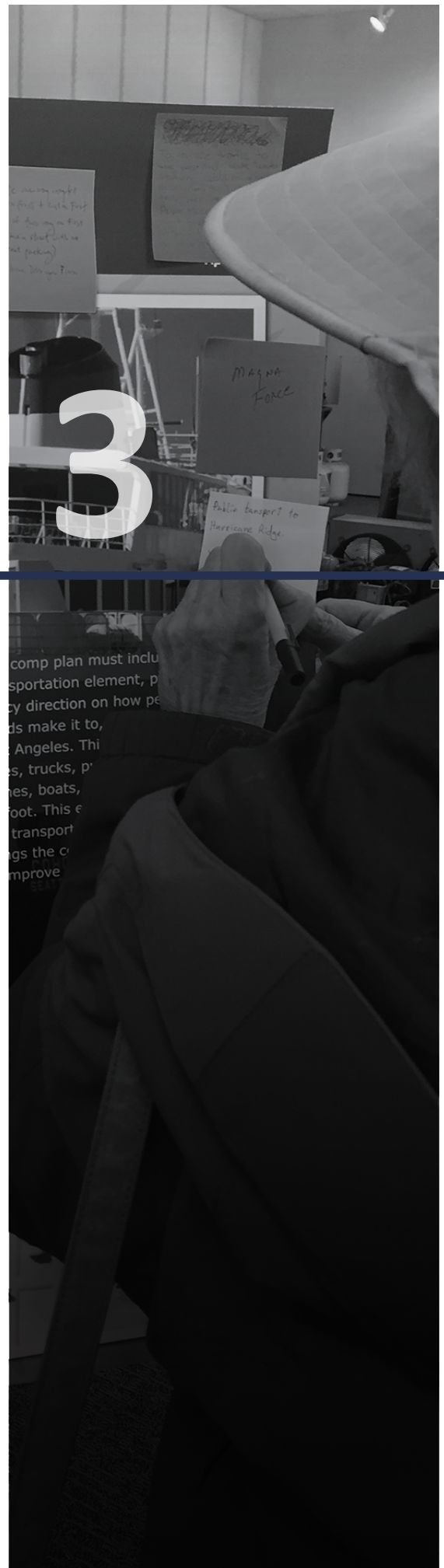
General Comments

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

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

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

Together, the goal and policy framework presented in this element provides direction in realizing Port Angeles' long-range vision regarding land use - including optimizing the city's relationship



with its setting; supporting safe, attractive and character-rich neighborhoods; creating a more dynamic, successful downtown; and supporting a wide range of recreational opportunities available to the entire community. Objectives related to Land Use goals and policies are included in Chapter 11, Implementation.

Land Use Categories

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

Low Density Residential (*Up to seven units per acre*)

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

Medium Density Residential (*Up to 13 units per acre*)

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

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

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

Commercial

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





Vertical Datum = NAVD 88
 Horizontal Datum = NAD 83/91









4,250

Feet



Legend

Land use

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

Street centerline COPA



Street centerline Cnty

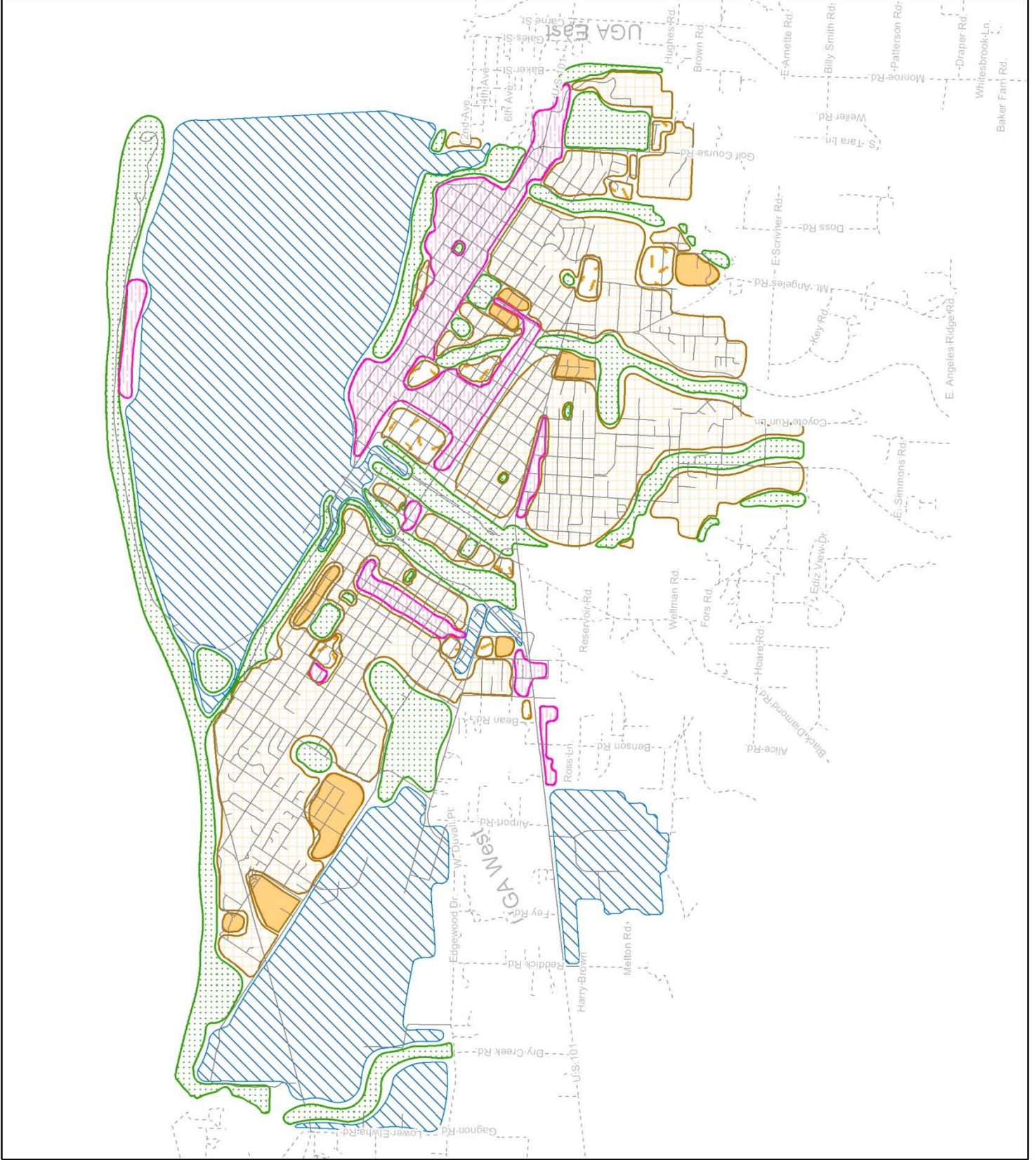


Figure 3.01 – Future Land Use Map

Industrial

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

Open Space

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



■ Land Use Map: Goals & Policies

Goal

- G-3A** To guide current and future development within the City in a manner that provides certainty to its citizens about future land use and the flexibility necessary to meet the challenges and opportunities of the future.

Policies

- P-3A.01** The Comprehensive Plan Land Use Map should be used as a conceptual guide for determining current and long-range zoning and other land use decisions. The map's land use designations are intended to show areas where general land use types are allowed. The area between land use designations should be considered an imprecise margin in order to provide flexibility in determining the boundary of such areas. When determining appropriate zoning designations for an area near a margin, the goals, policies and objectives of the Land Use Element should take precedence.
- P-3A.02** All land use decisions and approvals made by the City Council and/ or any of its appointed Commissions, Boards or Committees should be consistent with the Comprehensive Plan and its land use map.
- P-3A.03** The City should investigate the value and utility of form-based codes, either as applied to the entire City or to specific areas within the City.
- P-3A.04** All development within the City should be encouraged to utilize low impact development techniques and BMPs, where feasible.
- P-3A.05** The City should consider the projected climatic change impacts and adaptation strategies contained in the Climatic Change Preparedness Plan for the North Olympic Peninsula, September 2015.

■ Residential: Goals & Policies

Goal

- G-3B** To have a community where residential development and use of the land are done in a manner that is compatible with the environment, the characteristics of the use and the users, and the desired urban design of the City.

Policies

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



- P-3B.02** Single family lots should be of reasonable shape and should have access provided by a collector arterial, local access street or an alley.
- P-3B.03** Large lots should allow for future subdivisions at the densities permitted for the zone in which they are located.
- P-3B.04** All residential developments should be designed with the provisions of fire protection and service vehicle access as key factors in street design and circulation pattern.
- P-3B.05** For efficient circulation, rights-of-way should be obtained and improvements made to further the grid street pattern in the central Townsite area of the City. Cul-de-sacs and curvilinear streets may be permitted when designed as an integral part of the major grid street pattern in the outlying areas of the City, where low impact development standards apply.
- P-3B.06** All residential developments should be encouraged to preserve and capitalize on existing unusual, unique, and interesting natural, historic, archaeological, and/or cultural features, should preserve and utilize native and drought tolerant vegetation, should utilize and preserve scenic views, should maximize southern exposures and solar efficiency, should offer protection from prevailing winds, and should be designed to minimize energy use.
- P-3B.07** Planned Residential Development techniques should emphasize the overall density of the development rather than minimum lot sizes.

Goal

- G-3C** To have a community of viable districts and neighborhoods with a variety of residential opportunities for personal interaction, fulfillment, and enjoyment, that are attractive to people of all ages, characteristics and interests.

Policies

- P-3C.01** Residential land should be developed on the district and neighborhood concept. Although such districts may be composed primarily of residential uses of a uniform density, a healthy, viable district should be composed of residential uses of varying densities, which may be augmented, by subordinate and compatible uses. Single family and multi-family homes, parks and open-spaces, schools, churches, day care and residential services, home occupations, and district shopping areas are all legitimate components of district development and enhancement. A neighborhood should be primarily composed of low, medium, or high density housing.
- P-3C.02** Medium and high density housing should be located in areas of the community most suitable for such uses, based on existing services, public facilities, and transportation.



- P-3C.03** Medium and high density housing should be served by arterial streets of sufficient size in order to satisfy traffic demand and to lessen neighborhood traffic congestion.
- P-3C.04** Medium and high density housing could be a transitional use between different land uses, provided such other uses would not adversely impact the residential nature of the housing.
- P-3C.05** Medium and high density housing policies should apply to mobile home parks.
- P-3C.06** Manufactured homes that meet current state regulations should be treated as site constructed housing for zoning purposes.
- P-3C.07** The City should expand housing opportunities in the Central Business District for all income levels, with an emphasis on providing additional moderately priced owner-occupied units.

■ Commercial: Goals & Policies

Goal

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

Policies

- P-3D.01** The City should encourage the recruitment of new and the retention of existing commercial developments and businesses, which are consistent with the goals and policies of this Comprehensive Plan.
- P-3D.02** Public uses such as government offices, public service buildings, and other public and quasi-public facilities and services should be allowed in commercially designated areas.
- P-3D.03** The City should vacate rights-of-way to facilitate retention of existing businesses and location of new businesses where land assembly is necessary to achieve the desired urban design of the City.
- P-3D.04** The City should consider potential environmental consequences, such as greenhouse-gas emissions and carbon footprints, when encouraging new commercial developments and businesses.

Goal

- G-3E** To provide shopping opportunities which meet the needs of all City residents and visitors in safe, usable shopping areas that are compatible with the surrounding area and uses, the environment, and the desired urban design of the City.



Policies

- P-3E.01** Urban services should be available for all commercial areas as required by the Capital Facilities Element concurrency policy.
- P-3E.02** New commercial developments should follow a cluster configuration rather than a strip pattern.
- P-3E.03** Commercial development should buffer its impacts on adjacent residential uses. Where commercial development is adjacent to residential uses, the commercial development should incorporate elements in the site design to soften the impacts on the residential uses.
- P-3E.04** Service access may overlap with parking areas to minimize impervious area. Service areas should be separated from pedestrian areas wherever and whenever possible to accommodate vehicular traffic and pedestrian safety.
- P-3E.05** Commercial development outside the US 101 corridor should not be in a strip pattern.
- P-3E.06** New Comprehensive Plan commercial area designations should not be located along the alternate local cross-town route or the cross-town truck route.
- P-3E.07** District shopping areas should be located at the intersections of arterial streets of sufficient size to satisfy traffic demand and at the boundaries of neighborhoods so that more than one neighborhood may be served.
- P-3E.08** The City should allow neighborhood shopping nodes in residentially designated areas as long as they are in accordance with the planning area/district/neighborhood land use concept and as long as they do not encourage traffic from outside the neighborhood or increase traffic congestion within residential neighborhoods.
- P-3E.09** The City should identify neighborhoods lacking nearby accessible services.
- P-3E.10** The City should identify locations to develop small commercial opportunities in neighborhoods.

Goal

- G-3F** To provide a pleasant, safe, and attractive shopping environment in the traditional downtown waterfront area which provides a wide variety of shopping, dining, entertainment, arts, culture, and housing opportunities for visitors and residents alike.



Policies

- P-3F.01** Commercial development in the traditional downtown should reemphasize its waterfront location and historic heritage, should be oriented to pedestrians and tourists, and should provide maximum enjoyment of the environment and public amenities as well as protection from adverse weather conditions.
- P-3F.02** The City should continue to promote improvements to the traditional downtown area, through beautification projects and in cooperation with downtown business merchants.
- P-3F.03** Residential uses should be encouraged for the downtown area as part of a mixed-use development concept. The City should encourage the development of live/work spaces in the downtown area while ensuring that the physical environment of downtown residential development is compatible with housing uses by minimizing traffic impacts, maintaining security, and providing and maintaining amenities.
- P-3F.04** The City should work with the Port Angeles Downtown Association and all interested parties to develop urban design review guidelines that facilitate architectural elements/features, which should encourage complimentary and aesthetically pleasing new development in the Central Business District (CBD).

■ Industrial: Goals & Policies

Goal

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

Policies

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

Goal

- G-3H** To provide opportunities for industrial development in a manner, which efficiently uses the community's various attributes and



natural resources, has minimal impact on the environment, contributes to the City's quality of life, and is compatible with the desired development pattern of the City.

Policies

- P-3H.01** Urban services should be available for all industrial areas as required by the Capital Facilities Element concurrency policy.
- P-3H.02** Infrastructure, which makes sites attractive and ready to develop, including transportation facilities and utilities, should be available at industrial parks. Industrial development should be encouraged to follow industrial park design concepts.
- P-3H.03** Industrial areas should buffer their impact to mitigate nuisance and hazardous characteristics such as noise, particulate matter in the air, water or odor pollution, or objectionable visual material.
- P-3H.04** Industrial activity should be located in three major areas: adjacent to the harbor, around the airport, and along Highway 101 west of Benson Road.
- P-3H.05** Because they are hazardous to the community and detrimental to the general environment of the area petroleum refineries, liquefied natural gas and liquefied petroleum gas facilities, energy facilities, energy plants and their associated facilities and associated transmission facilities, as defined in Chapter 80.50 RCW, should not be permitted outside the heavy industrial use area and without conditional use review.
- P-3H.06** The City should discourage the siting of incompatible uses adjacent to the William R. Fairchild International Airport recognizing the need to coordinate airport related uses and other existing land uses that are already established in the vicinity.
- P-3H.07** Limited work/live environments in industrial zones should be encouraged for art or cultural activities that engage in media that are consistent with industrial use. Circumstances should facilitate art opportunities without impacting the industrial integrity of the underlying zone.
- P-3H.08** The City should consider the siting of clean-energy facilities (e.g., solar, wind, geothermal, wave, tidal) outside of industrial areas, as a conditional use.
- P-3H.09** The City should consider the climatic change impacts of any proposed new industrial activity or expansion.

Goal

- G-3I** To facilitate and encourage redevelopment and reuse of large closed or isolated industrial areas within the City in a manner that fosters the local economy and a stable job base.



Policies

- P-3I.01** The City should consider a wider range of uses for redevelopment of large closed or isolated industrial areas than would otherwise be permitted under industrial zoning, including mixed-use development, commercial development and/or residential development as well as industrial uses.
- P-3I.02** The City should consider proposals for any needed amendment of the Comprehensive Plan and zoning concurrently with an application for a binding site plan for some or all of the site of a large closed or isolated industrial property, provided that any change to the comprehensive plan will be acted on as part of the City's annual Comprehensive Plan amendment cycle.
- P-3I.03** The City should approve mixed-use or nonindustrial development of large closed or isolated industrial sites, where it is shown that permitting a wider range of uses on the site will not contribute to or encourage the conversion of other industrial areas to nonindustrial use.
- P-3I.04** The City should create a planned industrial development overlay zone for the purpose of allowing mixed-use development for large closed or isolated industrial sites.

■ Open Space: Goals & Policies

Goal

- G-3J** To create open space for relief within the urban landscape, to retain natural landscapes, to preserve fish and wildlife habitat, and to provide natural corridors, which connect wildlife habitats.

Policies

- P-3J.01** The City should further public interest by designating open spaces to preserve unique or major physical features, such as marine shorelines, bluffs, ravines, streams, wetlands, wildlife habitat and other environmentally sensitive areas deemed of significant importance to the community.
- P-3J.02** The City should continue to acquire property that provide opportunities to preserve major physical features providing wildlife habitat and open space corridors between the waterfront and the Olympic National Park.
- P-3J.03** The City should limit the use of and access to such natural areas to only that which does not degrade the significance of the area and which protects the rights of property owners.
- P-3J.04** Wooded areas, vegetation, and individual trees serve a functional purpose in climate, noise, light, habitat, and pollution control and should be preserved as part of the urban landscape.



- P-3J.05** The City should discourage intensive recreational uses and impervious surfaces in sensitive open space areas. Permeable materials should be used for walkways and trails in open space areas where feasible.
- P-3J.06** The City should consider separating the Public Buildings and Parks zone to an Open Space zone and a PBP zone to differentiate environmentally sensitive areas or natural features and spaces from sites containing public facilities and buildings.

Goal

- G-3K** To encourage the development of parks and recreational opportunities for all residents of the City and to increase access to natural areas in a manner that minimizes adverse impacts, and to achieve the desired urban design of the City.

Policies

- P-3K.01** The City should include all City-owned parks in its designated open spaces and establish development standards that discourage conversion of open spaces to other uses.
- P-3K.02** Development and planning of parks and recreational facilities should follow a comprehensive service and facility plan consistent with the Capital Facilities Element.
- P-3K.03** Public parks and recreational facilities should be equitably distributed throughout the City to afford access to all residents.
- P-3K.04** Every effort should be made to consolidate and utilize land donated for public use to provide common open space, public buildings, parks, and recreational opportunities, while incorporating LID techniques and BMPs in all projects where feasible.
- P-3K.05** The City should preserve and maintain unique or major physical features contained within the boundaries of City parks and recreational areas for access and enjoyment by residents of the community.
- P-3K.06** The City should cooperate with the County and other jurisdictions in planning, funding, constructing, and managing multi-purpose recreation and transportation trails which link together various areas of the City, the Port Angeles Urban Growth Area (PAUGA), and other areas of the County and region.
- P-3K.07** The City should develop neighborhood parks for the developing areas on the west, south and east sides of the City to support new subdivisions



Transportation

4

General Comments

The intent of the Transportation Element is to define in a comprehensive manner how vehicular traffic and non-motorized modes of travel are to be routed from one portion of the community to another in the most efficient, economical, and compatible manner. The City's Circulation Plan in accordance with the Statewide National Functional Classification System identifies the City's principal arterial streets, minor arterial streets, and collectors with the remaining streets classified as local streets (See Figure 6). The City's Circulation Plan acknowledges that such a regional system serves many functions. It is a means of intercity commuting, a way to promote economic development, a means to promote a healthy lifestyle, and a way to provide future utility right-of-way.

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



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■ Transportation Goals & Policies

Goal

- G-4A** To develop a coordinated, multimodal transportation system, which serves all areas of the city and all types of users in a safe, economical, and efficient manner.

Policies

- P-4A.01** Pedestrian, bicycle, and other non-motorized paths, bike racks, storage facilities, drinking fountains, and benches should be an integral part of the circulation system.
- P-4A.02** The safety of non-motorized modes of transportation shall be a primary consideration in the circulation system. Adequate sidewalks, crosswalks, and handicapped access shall be provided in relation to all new subdivisions, and required for all development projects where sidewalks do not exist.
- P-4A.03** The collector arterial streets and local access streets should serve primarily local traffic with special emphasis on safety for pedestrian, bicycle, and non-motorized traffic.
- P-4A.04** Planning for transportation services and facilities (including public streets, bikeways, pedestrian walkways, and public and private air, marine and land transit services and facilities) shall be performed consistent with the goals and policies of the Capital Facilities Element.
- P-4A.05** The City should update the Transportation Element to be consistent with Bill 1487 and the Regional Transportation Plan.
- P-4A.06** The City should encourage development of low-carbon-impact transportation infrastructure.
- P-4A.07** The City should improve amenities for walking and biking, connecting neighborhoods to downtown, commercial centers and the regional trail system.
- P-4A.08** The City should consider converting alleyways into attractive pedestrian zones for access to local businesses. Encourage alleyways for use as pedestrian zones.
- P-4A.09** The City should improve trails, sidewalks, streets, and public facilities to encourage walkability and non-motorized transportation.
- P-4A.10** The City should work to aid development of the Olympic Discovery Trail which passes through and along key parts of its park, street, pedestrian, and non-motorized transportation systems and facilities.
- P-4A.11** The City should develop and employ a variety of equitable, proportional funding techniques that provide mitigation for transportation impacts resulting from new development or redevelopment.



Goal

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

Policies

- P-4B.01** Traffic flow modifications such as signalization, signing, parking restrictions, channelization, and one-way couplets should be made before physical alterations are made to existing streets.
- P-4B.02** The City should divert cross-town truck traffic around the downtown area.
- P-4B.03** The City should facilitate an additional route for local cross-town traffic across White's Creek ultimately connecting with US 101.
- P-4B.04** In association with these two proposed cross-town routes the City should require adequate mitigation measures to reduce any negative impacts on existing land uses, including buffer areas, pedestrian sidewalks and crossings, bikeways, and reduced speeds.
- P-4B.05** The City should facilitate the development of an alternate local cross-town route with improvements, which provide full access at US 101 and SR 117 (the Tumwater Truck Route). Improvements should be made to the intersections of Lauridsen Boulevard at Lincoln and Peabody Streets. Improvements should be made to the Lauridsen Boulevard Bridge over Peabody Creek. Improvement should be made for the development of a crossing over White's Creek. The City should revise its development regulations as necessary to preserve the right-of-way within an identified US 101 corridor.
- P-4B.06** Alternate local cross-town route improvements should be given a high priority in capital facility planning.
- P-4B.07** The City should coordinate with the State Department of Transportation, Clallam County, Clallam Transit System, and the Peninsula Regional Transportation Planning Organization transportation planning efforts. This includes recognition of US 101 and SR 117, along with connecting roadways of Front, Lincoln, Railroad, Oak, and First Streets to and from the ferry landings, and along Front Street and Marine Drive and First Street between US 101 and SR 117, as transportation facilities of state-wide significance which are declared essential public facilities under the Growth management Act. Review of potential impacts to these facilities and LOS standards will be incorporated with future updates to the City's Comprehensive Plan, as required by the Act.
- P-4B.08** Traffic circulation to and from the airport and around associated industrial areas should be improved.
- P-4B.09** The City should encourage and participate in the completion of the traffic circulation system for west side development.



- P-4B.10** New arterial streets, local access streets, and alleys should be designed and constructed to conform to the most current editions of the Statewide National Functional Classification System for Federal Aid Systems, WSDOT, and Transportation Improvement Board minimum design standards and standards as adopted by the City. Permeable pavement is preferred for local access streets and alleys where feasible.
- P-4B.11** Arterial street rights-of-way should be acquired by the City in advance of the time of development in accordance with the Comprehensive Plan's Circulation Plan Map.
- P-4B.12** Principal, minor, and collector arterial streets should be located on the edge of district boundaries wherever possible.
- P-4B.13** Off-street parking should be sufficient and accessible within business and residential areas to ensure that the traffic flow of the street is not impaired.
- P-4B.14** Road improvements should provide for alternate modes of transportation, and new roads should be evaluated for the ability to accommodate alternate modes of transportation.
- P-4B.15** Parking requirements should make allowances for shared parking facilities.
- P-4B.16** The City should assist the public transit system by providing convenient access between neighborhoods, residential, commercial, and industrial areas and between major community facilities.
- P-4B.17** Police and fire protection should be a key factor in residential subdivision street designs and circulation patterns.
- P-4B.18** The development of the City's comprehensive service and facilities plan for streets, bikeways, pedestrian walkways, and the overall transportation system, and regional transportation plans should all be consistent. These plans, as adopted and hereafter amended, are incorporated herein.
- P-4B.19** The City should work with other jurisdictions to identify and protect a right-of-way for a second street accessing the City from the east.
- P-4B.20** The City should consider undertaking traffic studies, discussions with Washington State Department of Transportation, local stakeholders, and businesses to investigate the potential impacts and benefits of returning the First and Front Street corridor to two-way traffic on both streets.
- P-4B.21** The City should encourage public and private transportation providers to provide greater access and opportunities to residents, including Sunday and holiday service.
- P-4B.22** The City should support reduced speed limits on portions of Highway 101 through the City.
- P-4B.23** The City should include the development of Race Street intersections with Front and First Streets as architecturally significant National Park gateway in its plans for improvements to the Race Street corridor.



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



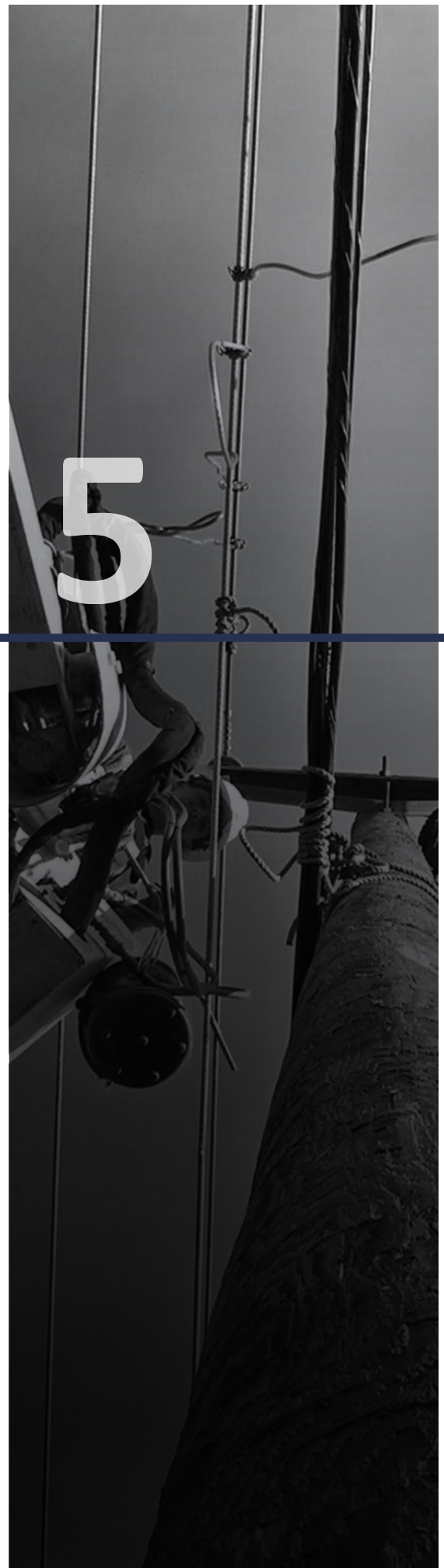
Utilities & Public Services

5

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.

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



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■ Utilities Goals & Policies

Goal

- G-5A** To provide or allow the opportunity for services and facilities which enhance the quality of life for Port Angeles citizens of all ages, characteristics, needs, and interests and to achieve the desired urban design of the City.

Policies

- P-5A.01** Public facilities should be equitably distributed across the City's planning areas including designated Urban Growth Areas.
- P-5A.02** Public facilities should contain provisions for citizens with disabilities and should be constructed according to accepted standards.
- P-5A.03** Social services providing home care should be located in residential neighborhoods in a manner that maintains the character of the immediate neighborhood.
- P-5A.04** Comprehensive service and facility plans should be consistent with the City's Comprehensive Plan and should be implemented through applicable land use approvals and construction permits.
- P-5A.05** The City should plan and seek funding to expand its existing infrastructure, to ensure economic vitality, and to improve the quality of life in Port Angeles.
- P-5A.06** The City should encourage age-appropriate services for all-age groups, including youth and seniors.
- P-5A.07** The City should promote access to information by investing in a high quality ICT (Information Communication Technology).
- P-5A.08** The City should incorporate tribal issues and interests into city projects.

Goal

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

Policies

- P-5B.01** The City should be the "primary responsible agency" and should take the lead in cooperation with other governmental entities to provide:
- *Utility and emergency services (water, sewer, electrical, stormwater, police, fire and emergency medical response services)*
 - *Transportation infrastructure, including trails and sidewalks and*
 - *Parks and recreation*



- P-5B.02** The City should participate as a "financial partner" to support essential programs and services including:
- *Youth recreation programs and facilities*
 - *Library facilities*
 - *Senior programs*
 - *Low and moderate income housing programs*
 - *Facilities for senior programs*
 - *Utility assistance for low income households, and*
 - *Social and public health services.*
- P-5B.03** As a "supporter," the City should promote and cooperate in providing programs and services including:
- *Library programs such as information and assistance*
 - *Affordable housing information and referral*
 - *Economic and business development services*
 - *Tourism information and services*
 - *Schools and community learning*
 - *Fine arts*
 - *Community recreation*
 - *Public and private youth, family and senior services*
 - *Telecommunications and*
 - *Crime prevention programs*
 - *Health Care programs.*
- P-5B.04** The City should develop and use public facilities cooperatively, in the promotion of social and community services.

Goal

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

Policies

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



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

Goal

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

Policies

- P-5D.01** Urban services should be designed for the maximum planned density and/or land use intensity of a given area as designated on the Comprehensive Plan Land Use Map.
- P-5D.02** The City should provide urban services only in areas that are logical extensions of areas, which are currently served by such services or needed to implement a specific goal or policy of the Comprehensive Plan.
- P-5D.03** The City, at its sole discretion, should extend urban services outside the City without annexation.
- P-5D.04** The City should promote and encourage energy conservation, renewable energy, distributed energy generation, improved distribution efficiencies, and recycling efforts throughout the community. The City's own practices should serve as a model.
- P-5D.05** The City should promote the joint use of transportation rights-of-way and utility corridors for all forms of transportation, including non-motorized.
- P-5D.06** The City should promote coordination between road construction and utility installation.
- P-5D.07** The City should allow for simultaneous processing of all development permits.
- P-5D.08** The City should promote coordination among adjacent planning jurisdictions to encourage consistency between each jurisdiction's utility plans and standards and the development of a coordinated process for siting utility facilities.



- P-5D.09** The City should identify lands useful for public purposes, such as utility corridors, landfills, sewage treatment facilities, transportation (including non-motorized), recreation, schools, and other public uses.
- P-5D.10** Planning for utility services should be consistent with the goals and policies of the Capital Facilities Element.
- P-5D.11** New development should be served by sanitary sewers.
- P-5D.12** The City, at its sole discretion, should provide sanitary sewer service to urban development, outlying areas within the City limits and in the urban growth areas, to selected areas of intensive rural development to protect basic public health and safety, and the environment, and to the area of the Lower Elwha Valley where the Clallam County Board of Health determines that the rise in the water table from dam removal will cause on-site septic systems to contaminate the aquifer and create an unacceptable risk of human disease, while prohibiting service to other areas of rural development. No provision of sanitary sewer service to a rural area shall permit urban development in that or another rural area.
- P-5D.13** Urban services provided in areas outside the City limits and not designated for future rural land uses on the Comprehensive Land Use Map should be sized for potential urban growth in those areas, while generally prohibiting service to areas of rural development.
- P-5D.14** The City should consider the policies adopted in the Water Resources Inventory Area 18 Watershed Management Plan, including the provision of water supply to the urban areas in and between the Elwha River and Morse Creek drainage basins.
- P-5D.15** The City should provide infrastructure to all industrial lands to encourage development.
- P-5D.16** As water and sewer is extended into Urban Growth Areas (UGAs), those hooking up should be required to sign a no-protest annexation agreement.
- P-5D.17** The City should extend sewer into the eastern Urban Growth Area (UGA).
- P-5D.18** The City should extend sewer into the southwestern Urban Growth Area (UGA).
- P-5D.19** The City should encourage the use of renewable energy in both the private and public sectors, providing all reasonable support and advocacy at the State level for regulations and incentives that encourage such installations.

Goal

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



Policies

- P-5E.01** The City should promote efforts to improve the efficiency and effectiveness of customer service.
- P-5E.02** The City should promote responsibility and fiscal accountability in the provision of customer service.
- P-5E.03** The City should encourage a positive attitude, trust, initiative, and compassion with a high standard of professionalism and open communication among its employees and with the public.
- P-5E.04** The City should respect diversity and foster a safe environment.
- P-5E.05** The City should work in partnership with the community as stewards of the area's unique environment and quality of life.



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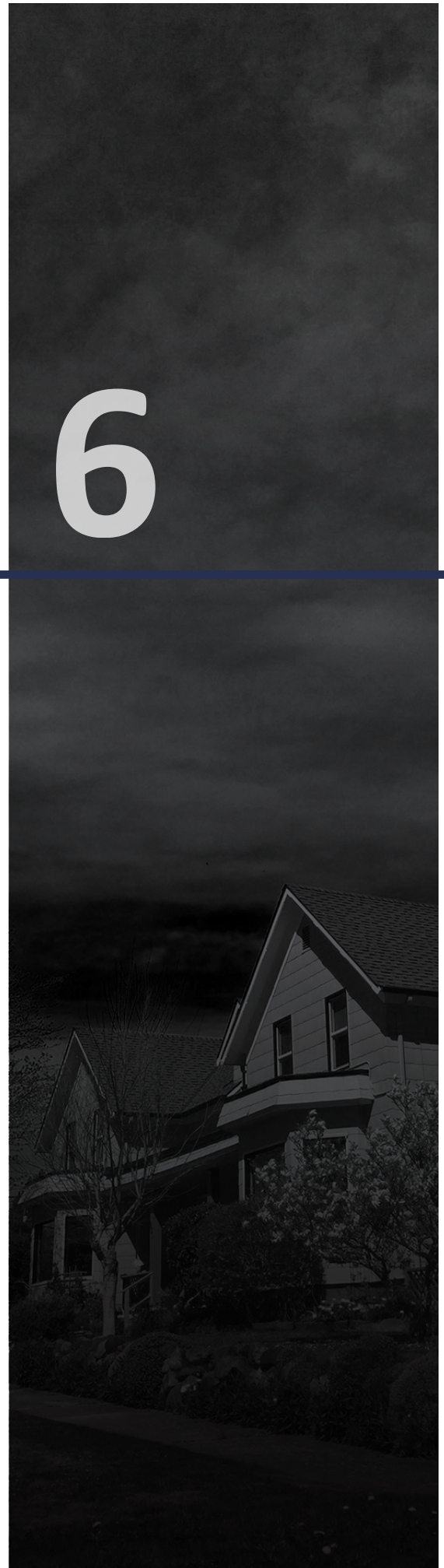
Housing

6

General Comments

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

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



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■ Housing Goals & Policies

Goal

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

Policies

- P-6A.01** The City should expand the residential land use options in the Zoning Code by classifying residential zones by allowed density rather than by housing types.
- P-6A.02** Residential uses should be allowed in all non-industrial zones. In situations where a limited work/live environment is found to be compatible with an underlying industrial zoning, limited work/live environments may be deemed suitable when the living space is subordinate in nature to the industrial use component and the integrity and intent of the industrial zone is maintained.
- P-6A.03** The retention and development of safe and attractive mobile home parks should be encouraged.
- P-6A.04** The City should develop a program to improve substandard housing in the City of Port Angeles.
- P-6A.05** The City should plan for sufficient urban services to support future housing in a variety of allowable densities.
- P-6A.06** Accessory residential units should be allowed in single family residential zones, upon approval of a Conditional Use Permit.
- P-6A.07** The City should promote acceptance of low and moderate income housing through public information programs.
- P-6A.08** The City should consider the effect of impact fees on the affordability of housing prior to establishing such impact fees.
- P-6A.09** In State and Federal publicly assisted housing under current contracts, the City should require property owners who demolish, substantially rehabilitate, change the use of residential property, or remove use restrictions developments to provide relocation assistance to those tenants displaced as provided for in sections 49 and 50 of the Growth Management Act (See RCW 59.18.440 and .450).
- P-6A.10** The City and the County should work together to increase densities in some areas of the sparsely developed southwestern UGA along Lauridsen Boulevard from low density to medium density, consistent with the recently developed airport safety zones and FAA use recommendations.
- P-6A.11** The City should investigate the appropriate siting of additional land to be designated medium density and high density.



- P-6A.12** The City should strive to achieve an appropriate balance between attainable market-rate housing and affordable housing and ensure that affordable housing is provided in a way that contributes to the physical appearance and economic and social health of the neighborhoods and the City.
- P-6A.13** The City should encourage the use of Green Building techniques for new developments and support Green Built certification for new developments.
- P-6A.14** The City should encourage the use of Low Impact Development stormwater management techniques (such as vegetated roofs, permeable pavement, and bio-retention) for all new developments.
- P-6A.15** The City should allow for mixed-use opportunities in neighborhoods, including commercial development and mix of housing densities.
- P-6A.16** The City should identify opportunities for housing revitalization in targeted areas including the downtown core.
- P-6A.17** The City should promote and increase the number of downtown residential living units.
- P-6A.18** The City should develop strategies to combat homelessness and housing insecurity amongst residents.
- P-6A.19** The City should develop and implement tools to support a range of housing types including affordable housing options.

Goal

- G-6B** To participate with Clallam County and other entities in programs to increase the availability and affordability of public assisted housing and rental units as well as other affordable housing opportunities.

Policies

- P-6B.01** The City should participate in a county-wide housing task force comprised of representatives from government, financial institutions, business, construction, real estate, non-profit housing entities, and other citizens interested in housing issues. A major goal of the task force should be coordinating efforts to provide affordable housing, encouraging rapid review of low and moderate income housing projects throughout the County, and promoting public education and awareness regarding the need for and nature of affordable housing.
- P-6B.02** The City should cooperate with the county-wide housing task force and other agencies in assembling packages of publicly owned land, which could be used for low and moderate income housing and for shelter or transitional housing.



- P-6B.03** The City, in cooperation with the County, should promote innovative housing techniques and should explore creative regulatory programs for the purpose of creating and preserving existing affordable housing opportunities. Such programs may include the transfer of development rights into high density receiving zones, density bonuses for inclusion of affordable housing in residential development projects, floor area ratios, regulation allowances for guaranteed low and moderate income housing projects, revisions to the existing planned residential developments regulations, increased height limits in medium and high density zones, and high density detached single family residential developments, such as cottage colonies or housing clusters.
- P-6B.04** The City should invite the Clallam County Housing Authority to participate in a variety of affordable housing opportunities.
- P-6B.05** The City should seek representation on the Clallam County Housing Authority and non-profit housing organizations.
- P-6B.06** Adequate low and moderate income housing opportunities should be provided within the Port Angeles Planning Area.
- P-6B.07** A scattered site housing construction program should be promoted.
- P-6B.08** The City should support affordable housing by developing utility cost savings programs.
- P-6B.09** The City should help support the provision of transitional and temporary housing for the homeless and/or displaced families.
- P-6B.10** The City should designate specific medium and high density zones where increased building height limitations could be increased.



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Conservation

7

General Comments

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

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



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■ Conservation Goals & Policies

Goal

- G-7A** To create and maintain a community with a high quality of life where the land is used in a manner that is compatible with the area's unique physical features, its natural, historical, archaeological, and cultural amenities, and the overall environment.

Policies

- P-7A.01** The City should require all development, including the location and design of all structures and open space areas, to be compatible with the unique physical features and natural amenities of the land and complement the environment in which it is placed, while recognizing the rights of private ownership.
- P-7A.02** The City should promote compatibility between the land and its use by regulating the intensity of the land use.
- P-7A.03** The City should adopt development criteria, which promote the use of innovative design techniques to provide for the use of the land in a manner compatible with any unique physical features or valuable natural, historical, and/or cultural amenities.
- P-7A.04** The City should promote and highlight Port Angeles' plentiful natural beauty, amenities and cultural history.

Goal

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

Policies

- P-7B.01** The City should further the public interest by protecting and enhancing the area's unique physical features, valuable natural historical, archaeological, and cultural amenities, and the overall environment, while recognizing the rights of private ownership.
- P-7B.02** The City should maintain and preserve its unique physical features and natural amenities, such as creeks, streams, lakes, ponds, wetlands, ravines, bluffs, shorelines, and fish and wildlife habitats.
- P-7B.03** The City should protect and enhance the characteristics of its unique residential neighborhoods.
- P-7B.04** Building density should decrease as natural constraints increase.



- P-7B.05** The City should establish minimum standards for development of properties, which contain or adjoin critical areas for the purpose of protecting such areas and enhancing their natural functions.
- P-7B.06** The City should regulate site design, preparation, and development to avoid or minimize damage to wetlands and other environmentally sensitive areas.
- P-7B.07** Recognizing the functions and values of wetlands, the City should strive to achieve no net loss of wetlands.
- P-7B.08** The City should preserve uniquely featured lands, which still exist in their natural states and which are notable for their aesthetic, scenic, historic, or ecological features and should prohibit any private or public development, which would destroy such qualities, or are subject to damage from climatic change, while recognizing the rights of private ownership.
- P-7B.09** The City should promote public access to the shoreline, while preserving a healthy shoreline environment.
- P-7B.10** The City should enhance and preserve the quality of its air and water as two of its unique physical features.
- P-7B.11** The City should protect its air and water quality by minimizing potential new pollution from new and existing sources including climatic change impacts.
- P-7B.12** The City should develop and implement a plan to improve water quality, which includes measures to reduce and minimize stormwater pollutants and combined sewer overflow pollutant discharges.
- P-7B.13** The City should use regionally consistent requirements for industrial and commercial sewer discharge pretreatment and require new indirect dischargers to locate where appropriate sewer service can be made available.
- P-7B.14** The City should maintain and enhance the quality of water resources through the regulation of clearing, grading, dumping, discharging, and draining and the provision of flood and erosion control measures and regulations to protect wetlands and other environmentally sensitive areas.
- P-7B.15** Through the retention of existing vegetation, the City should protect water quality and prevent erosion.
- P-7B.16** The City should designate open space areas to preserve major or unique physical features, to serve as natural greenbelts and wildlife corridors, and to establish an urban edge to the PAUGA.
- P-7B.17** The City should identify and preserve significant public scenic view corridors.
- P-7B.18** The City should encourage identification, preservation, and restoration of sites and structures that have historical or cultural significance.



- P-7B.19** The City should give precedence to long-term environmental impacts and benefits over short-term environmental impacts and benefits.
- P-7B.20** The City should promote and utilize environment enhancing conservation practices. Those practices may include waste reduction, use of energy efficient and conserving materials, and energy conservation techniques and should also encourage the development and use of alternative forms of energy and transportation.
- P-7B.21** The City should coordinate its environmental regulations with County, State, and Federal regulations to simplify the permitting process and to reduce associated costs to the land user.
- P-7B.22** The City should reference the 2004 Washington State Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas (as currently adopted) and other research identified as more locally appropriate and applicable (when it is available) as Best Available Science in the Critical Areas Ordinance.
- P-7B.23** The City should avoid adverse impacts to archaeological sites by following and requiring best management practices for archaeological preservation.
- P-7B.24** The City should publicly recognize the many values provided by trees in an urban setting, identify opportunities to plant trees, and establish a tree management plan.
- P-7B.25** The city should implement an urban tree management program intended to retain and/or restore the overall tree canopy in the city by using plant materials as a unifying element and tool to protect the health, safety and welfare of the public, using the environmental services provided by trees to mitigate the negative effects of impervious surfaces and vehicular traffic such as increased temperatures, airborne particulates, carbon dioxide, noise, and stormwater runoff.
- P-7B.26** Trees should be planted along residential streets, in parking lots, and in other areas as opportunities arise. Trees should be retained whenever possible and maintained using Best Management Practices as appropriate for each tree type.
- P-7B.27** The City should seek strategies and technologies which reduce greenhouse gas (GHG) emissions by city facilities and operations.
- P-7B.28** The City should promote the use of alternative energy, energy conservation technology, and smart energy grid.
- P-7B.29** The City should review all new development for impacts on climate change and adaptation to sea level rise.
- P-7B.30** The City should implement site-specific requirements for individual development proposals to mitigate any negative impacts created by the development, particularly to an area identified as an environmentally sensitive area.



Goal

- G-7C** To promote community awareness of the importance of environmental, historical and cultural amenities, the responsible use of such resources, and the use of the land with minimal impact on its unique physical features, its natural, historical and cultural amenities, and the overall environment.

Policies

- P-7C.01** The City should inform the public concerning the long-term benefits of protecting and improving the quality of the region's air, land, and water.
- P-7C.02** The City should encourage the development and implementation of environmental, historical, and cultural awareness programs which focus on local and regional issues, including climate change impacts and preparedness.

Goal

- G-7D** To preserve and enhance the City's shoreline, its natural landscape, and flora and fauna and to minimize conflicts with present and planned uses in a manner consistent with the State Shoreline Management Act and the City's Shoreline Master Program.

Policies

- P-7D.01** Shoreline areas should be preserved for future generations by restricting or prohibiting development that would interfere with the shoreline ecology or irretrievably damage shoreline resources.
- P-7D.02** Where possible, riparian vegetation in shoreline areas and on tributary streams, which affect shoreline resources, should be maintained and restored.
- P-7D.03** Where possible, techniques to rehabilitate degraded shorelines for the purpose of shoreline stabilization and habitat enhancement should be employed.
- P-7D.04** Where possible, aquatic habitats including shellfish habitat, and important marine vegetation should be preserved and protected.
- P-7D.05** Development patterns and densities on lands adjacent to shorelines should be compatible with shoreline uses and resources and reinforce the policies of the Shoreline Management Act and the City's Shoreline Master Program.
- P-7D.06** Where possible, urban service facilities located in shoreline areas should utilize common utility corridors.



- P-7D.07** Adequate shoreline area for water-oriented commercial and industrial development should be designated based on the Land Use Element.
- P-7D.08** Shoreline uses and activities should be located to avoid environmentally sensitive and ecologically valuable areas and to insure the preservation and protection of shoreline natural areas and resources.
- P-7D.09** Where possible, utility facilities and rights-of-way should be located outside of the shoreline area.
- P-7D.10** Shoreline ecology and resources should be protected when locating utilities in shoreline areas.



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Capital Facilities

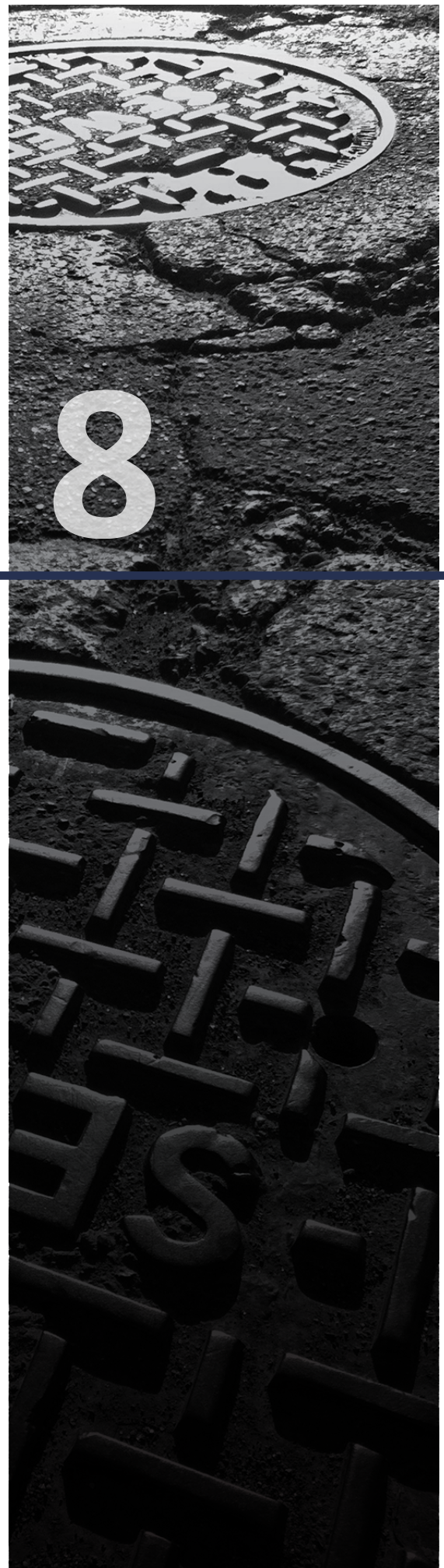
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General Comments

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

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

- Surface transportation facilities;
- Water facilities;
- Sewer facilities;
- Stormwater facilities;
- Solid waste facilities;
- Parks and recreational facilities;
- Emergency services (police, fire and medical response);
- Public service buildings;



- Public schools facilities; and
- Regional facilities (libraries, corrections, and mass transit).

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

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



■ Capital Facilities Goals & Policies

Goal

- G-8A** To provide and maintain safe and financially feasible urban services and capital facilities at or above stated levels of service to all City residents and the general public.

Policies

- P-8A.01** The Comprehensive Plan should establish general level of service standards for each urban utility and service. Such standards should be used to determine the impacts of development.
- P-8A.02** The City should, at a minimum, ensure the continuation of established level of service standards for all urban utilities and services to the extent and in the manner provided herein.
- P-8A.03** The City should develop individual comprehensive service and facility plans for the following capital facilities and/or services:
- *Transportation, including streets, and non-motorized (bikeways and pedestrian walkways),*
 - *Water system,*
 - *Sanitary sewer system,*
 - *Electrical system,*
 - *Parks and recreation services, and*
 - *Emergency services (police, fire, and medical response).*
- P-8A.04** The City should cooperate with the appropriate private and/or public agencies to develop individual comprehensive service and facility plans for each of the following utilities and/or services:
- *Telecommunications,*
 - *Schools,*
 - *Transportation (air, marine and public transit), and*
 - *Solid waste collection and disposal.*
- P-8A.05** Comprehensive service and facility plans should be consistent with the general level of service standards established in the Comprehensive Plan and should establish detailed level of service standards which, at a minimum, meet all local, state and federal health and safety requirements. Each plan may also establish desired level of service standards and should include an inventory of current facilities, measurements of current and future service capacities, the determination of future service and facility improvements necessary to serve the twenty-year vision of the Comprehensive Plan Land Use Map, and a financial feasibility analysis.



- P-8A.06** The comprehensive service and facility plan for streets and non-motorized facilities (bikeways, trails, and pedestrian walkways) should include specific actions and requirements for bringing into compliance any street facilities that fall below the required level of service, including demand management strategies which encourage reduced reliance on single occupant vehicle trips and encourage use of alternate modes of transportation such as the bicycles, walkways, and transit riding with incentive programs for and from local businesses.
- P-8A.07** The comprehensive service and facilities plan for streets, bikeways, and pedestrian walkways should include a future US 101 corridor to meet long-term local and regional transportation needs.
- P-8A.08** Each comprehensive service and facility plan should be consistent with the Comprehensive Plan, the County-Wide Planning Policy, and the State Growth Management Act.
- P-8A.09** The City should require concurrency at the time of development for the following utilities and services:
- *Paved streets, curbs, and sidewalks*
 - *Water service,*
 - *Sanitary sewer service,*
 - *Electrical service,*
 - *Solid waste collection,*
 - *Stormwater management,*
 - *Telecommunications services, and*
 - *Emergency services (police, fire and emergency medical response).*
- P-8A.10** The City should require the following services and facilities within six years from the time of development:
- *Parks and recreation services and facilities, and*
 - *Transit system.*
- P-8A.11** The City should adopt an annual Capital Facilities Plan consistent with the Comprehensive Plan and State Growth Management Act. The Capital Facilities Plan's financing schedule may be corrected, updated, or modified without being considered as an amendment to the Comprehensive Plan, following a public hearing before the City Council.
- P-8A.12** If projected funding fails for a capital project listed as funded in the City's approved Capital Facilities Plan and development permits have been issued reliant upon that capital project for concurrency, the City should take necessary actions to minimize further degradation of the impacted service or facility. This may include one or any combination of the following actions:
- *Reduce the level of service standard*
 - *Increase funding by increasing revenues*



- *Reduce demand by revising the Comprehensive Plan Land Use Map and/or Zoning Map*
 - *Reduce demand by reducing consumption (i.e., conservation).*
- P-8A.13** Where existing capital facilities are deficient, the City should remove obstacles to economic development in an area with City participation through a New Improvements for Community Enhancement (N.I.C.E.) Neighborhoods Program.
- P-8A.14** The City should adopt a Comprehensive Parks and Recreation Plan consistent with the Comprehensive Plan and the Growth Management Act as an Element of the Comprehensive Plan.
- P-8A.15** The City should require sidewalks be included in all development and redevelopment proposals where sidewalks do not exist at the time of application for development. Permeable materials are preferred for sidewalk construction where feasible.
- P-8A.16** The City should develop and implement an Urban Forestry Program to properly manage street trees, park trees, and forested environmentally sensitive areas located within the City.
- P-8A.17** The City should create a unified, coherent design element for signage, street lighting, traffic control devices, and similar structures to be used throughout the City and specifically in the downtown area as a method for improved way finding and place identification for visitors and residents alike.
- P-8A.18** The City should consider climatic change impacts and adaptation strategies in planning and designing capital facilities.
- P-8A.19** The City should improve aesthetics of the community by removing abandoned infrastructure.

Goal

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

Policies

- P-8B.01** All arterial streets shall function at an average daily Level of Service (LOS) of D or better.
- P-8B.02** Development on all arterial streets and any other streets identified as school walking routes should include pedestrian sidewalks on both sides of the street.
- P-8B.03** The City shall not approve any development that is not served with water service at or greater than the following level of service standards at the time of development:
- *Single family units: 2 gallons per minute @ 30 psi*
(Fire - 1000 gallons per minute @ 20 psi for single family residential > 3,600 square feet)



(Fire - 500 gallons per minute @ 20 psi for single family residential < 3,600 square feet)

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

P-8B.04 The City shall not approve any development that is not served with sewer service at or greater than a level of service standard of 300 gallons per day per person at the time of development.

P-8B.05 The City shall not approve any development that is not served with electrical service at or greater than a level of service standard of 118 volts (120 volt base) at the time of development.

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

P-8B.07 The City should not approve any development that cannot be served with telecommunications service at or greater than the following level of service standards at the time of development:

Telephone	
Residential	1 service per unit
Commercial	1 service per business
Industrial	1 service per business
Cable Television	
Residential	1 service per unit
Commercial	0 service per business
Industrial	0 service per business

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

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

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

Goal

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



Policies

- P-8C.01** The Port Angeles School District should develop a capital facilities plan, which the City will consider for inclusion in the Comprehensive Plan. The capital facilities plan should contain at least a six-year plan for public financing of such facilities as may be necessary to provide adequate public schools at or greater than the following level of service standards in order to meet anticipated increases in student enrollment, which may be anticipated based on the School District's projected enrollment figures and residential growth as provided for in the Land Use Element of the Comprehensive Plan:

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

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

- P-8C.02** The City should not approve any development that will not be served with adequate transit service as determined in the comprehensive service and facilities plan for transportation within six years from the time of development.
- P-8C.03** The City should not approve any development that will not be served at or greater than a citywide level of service standard of 10 acres of parks per 1,000 population within six years from the time of development.
- P-8C.04** The City should not approve any development that will not be served at or less than the following level of service standards at the time of development.

Police	677 persons per one officer
Fire	Four-minute response time or residential sprinkler system installation



- P-8C.05** The City should not approve any development that will not be served with solid waste collection service at or less than a city-wide level of service standard of 400 pick-up accounts per 1000 population within six years from the time of development.
- P-8C.06** The City should participate with the County in the development, maintenance, and implementation of a regional solid waste plan, which addresses collection, disposal, and recycling of solid waste.
- P-8C.07** The City should consider the cumulative effect of development on the City's need for adequate public service buildings.
- P-8C.08** The City should consider projected climatic change impacts and adaptation strategies to determine whether adequate services can be provided into the future, prior to approving any development.
- P-8C.09** The City should prioritize and support public education and Peninsula College, including initiatives for rebuilding schools.

Goal

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

Policies

- P-8D.01** The City should cooperate with the County and the community's health care providers to ensure quality health care facilities within the City that serve the region as a whole.
- P-8D.02** The City should cooperate with the County in planning regional library facilities within the City.
- P-8D.03** The City should cooperate with the County in planning for adequate correctional facilities.
- P-8D.04** Essential public facilities of a county-wide or statewide nature must meet existing state laws and regulations requiring specific siting and permit requirements consistent with the City's Comprehensive Plan.

Goal

- G-8E** To reduce the amount of impervious surface created by new developments and thereby reduce stormwater management costs and environmental impacts to the City and its natural resources, reduce development costs to private property owners, and provide safe and more attractive streets through traffic calming, safe pedestrian amenities, and improved street edge landscaping.



Policies

P-8E.01 The City should further revise its existing urban development standards in low density residential areas to include low impact development standards for street, pedestrian and non-motorized access, sewer, and fire suppression to more nearly reflect the needs of suburban densities and conditions in outlying undeveloped areas of the City and PAUGA.

P-8E.02 The City should invest in Green Infrastructure, Low Impact Development (LID), and similar technologies to maintain and enhance environmental quality.



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Economic Development

9

General Comments

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

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

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



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■ Economic Development Goals & Policies

Goal

- G-9A** To create and maintain a balanced and stable local economy with full employment and emphasis on strengthening the community's traditional natural resource related industries as well as diversifying the overall economic base.

Policies

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



- P-9A.12** The City should recognize the economic importance to the community in the redevelopment of the Rayonier Mill site and take an active role in assisting property owners to clean up the site to attract the interest of many potential investors.
- P-9A.13** The City should pursue a management agreement with Clallam County as a first step to a partnership for developing the UGA.
- P-9A.14** The City should support continued development of a strong marine related industry in the Port Angeles Harbor.
- P-9A.15** The City should promote the sustainability of the existing art and culture industry encouraging community participation and involvement. Enhancement of the creative economy contributes to the overall health of the community.
- P-9A.16** The City should encourage businesses with low carbon footprints.
- P-9A.17** The City should consider projected climatic change impacts and adaptation strategies when encouraging new businesses to establish in Port Angeles.
- P-9A.18** The City should develop an economy which provides opportunities for Port Angeles' vulnerable and at-risk community members.
- P-9A.19** The City should identify bureaucratic obstacles and work to expedite economic development.
- P-9A.20** The City should seek to increase Port Angeles' military presence.
- P-9A.21** The City should invest in training and education for local residents, by providing access to state-of-the-art technology and training opportunities.
- P-9A.22** The City should encourage and incentivize youth entrepreneurship as well as jobs and businesses that attract young families.
- P-9A.23** The City should attract and retain businesses and industries which create family wage jobs for local residents.
- P-9A.24** The City should provide opportunities for civic cooperation. Coordinate with local non-profit and community service organizations to support economic development.
- P-9A.25** The City should prioritize the airport as major economic asset and identify specific incentives to attract commercial services.
- P-9A.26** The City should promote and incentivize local business.
- P-9A.27** The City should support non-profits and associations which enhance local economic development.
- P-9A.28** The City should establish a City Ombudsman to help people and businesses handle complaints, understand and navigate through regulations, and apply for help in coordinating permits and waivers for events, festivals, etc.



- P-9A.29** The City should establish an authority for community events, meetings, trade shows, festivals, etc., to encourage and support them, help find venues, cut through red tape, coordinate volunteer efforts, and publicize them.
- P-9A.30** The City should encourage the location and support for adequate venues for community meetings, shows, music art, hobby and user groups, and professional and business meetings.
- P-9A.31** The City should support the location of low-cost places where people (especially young people) can congregate and talk, and ensure that these have up-to-date communication facilities.
- P-9A.32** The City should recognize art, architecture, music, and performance as important community resources and continue to encourage and support cultural activities.
- P-9A.33** The City should support decorating public spaces with more art from the community.
- P-9A.34** The City should encourage the design of public spaces that encourage people to interact.
- P-9A.35** The City should support the concept and encourage the establishment of Maker's Spaces. (See definition) Public spaces where people make things and collaborate on projects. Spaces are usually equipped with tools, 3-D printers, computers, design software, art and craft tools and supplies.

Goal

- G-9B** To have a healthy local economy that co-exists with the community's high quality of life through the protection, enhancement, and use of the community's natural, historical, and cultural amenities.

Policies

- P-9B.01** The City should promote the region's high quality environment and available natural and cultural resources as factors in attracting and retaining business, industry, and individual enterprises.
- P-9B.02** The City should promote the community's quality public school system and its diversity of other educational opportunities as factors in attracting and retaining business and industry.
- P-9B.03** The City should encourage the enhancement of the existing two-year community college through such means as the expansion of its technical curriculum and additional four year degree opportunities.
- P-9B.04** The City should promote development of planned office, business, and industrial parks, while conserving unique physical features of the land and maintaining compatibility with other land uses in the surrounding area.



- P-9B.05** The City should encourage the availability of housing that meets the needs of the entire spectrum of the community's residents.
- P-9B.06** The City should recognize, preserve and promote its historic and cultural properties as a measure of its quality of life.
- P-9B.07** The City should support landscaping and detailing of the streetscape at the City's east and west entries.
- P-9B.08** The City should utilize the Climatic Change Preparedness Plan in attracting businesses, to demonstrate a proactive approach to climatic change in the area.
- P-9B.09** The City should encourage and pursue economic development with positive environmental consequences, including non-polluting industries and eco-friendly business.

Goal

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

Policies

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

Goal

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

Policies

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



Parks & Recreation

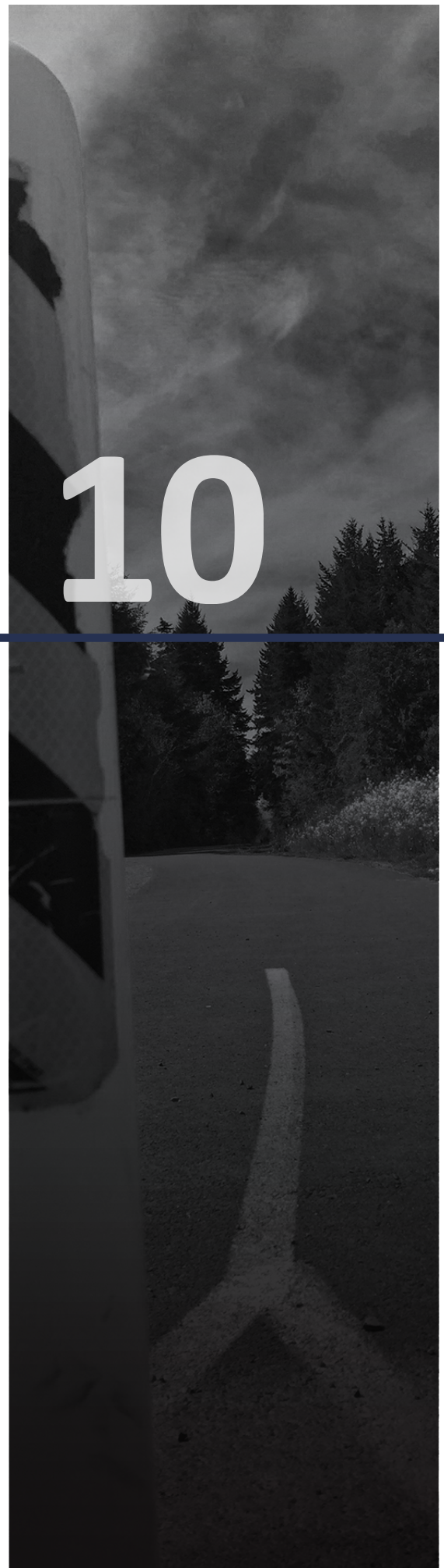
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General Comments

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

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

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



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■ Parks & Recreation Goals & Policies

Goal

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

Policies

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

Goal

- G-10B** To enhance the quality of life in the community by providing facilities, services, and programs that offer positive opportunities for building healthy, safe, and productive lives.

Policies

- P-10B.01** The City should provide consistently high quality recreational experiences to residents and visitors through a wide variety of park types and features.
- P-10B.02** The City should strive for excellence through efficient, accurate, and skillful performance in every process, service and product delivered by the Parks and Recreation providers.
- P-10B.03** The City should keep citizens involved and informed about parks and recreation issues and services.



- P-10B.04** The City should manage park facilities in a manner that will ensure public safety, keep the parks free of misuse to the greatest extent possible and result in a sustainable and resilient park system.
- P-10B.05** The City should not approve any development that will not be served at or greater than a citywide level of service standard of 10 acres of parks per 1,000 population within six years from the time of development.
- P-10B.06** The City should incorporate health and nutrition into parks and recreation programming.
- P-10B.07** The City should enhance its parks and recreation system's safety, variety and accessibility, and identify family friendly features and amenities.

Goal

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

Policies

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

Goal

- G-10D** To provide a sustainable park system that meets the needs of the broadest segment of the population as possible by managing the city's available fiscal resources in a responsible manner.

Policies

- P-10D.01** The City should provide high quality services, emphasize the design of park areas to reduce long-term maintenance and operating costs, and implement improved technology to conserve limited resources such as water, power and people.
- P-10D.02** The City should provide programs and opportunities that are sensitive to the needs of all of its citizens, including those with limited financial resources, disadvantaged youth, the elderly, the disabled, and those with other special needs.



Goal

- G-10E** To promote economic growth through recreational tourism, and attract visitors and new business by enhancing the image of the community through beautification and recreation programs.

Policies

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

Goal

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

Policies

- O-10F.01** The City should continue to participate as a partner in the extension of the Olympic Discovery Trail through the City to the western City limits.
- O-10F.02** The City should continue efforts to improve or provide access to Valley, Tumwater, Peabody, Ennis and White's Creeks through the development of an integrated trails system.



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Implementation

General Comments

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

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



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Table 11.01 – Objectives

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
Growth Management Act									
O-2.01	Periodically update the City’s comprehensive plan as required by Washington State’s Growth Management Act (GMA).	■	■	■	●				
O-2.02	Review and update the City’s Buildable Lands Inventory on a biannual basis, helping inform land use decision-making.	■	■	■	●				
O-2.03	Acquire no-protest annexation agreements for all utility connections occurring in the Port Angeles Urban Growth Area (PAUGA).	■	■	■	●	●			
Land Use									
O-3.01	Review and revise City development regulations for consistency with each major update of the Comprehensive Plan.	■	■	■	●				
O-3.02	Continue to develop programs encouraging the use of downtown for community events, gatherings, displays, and public markets..	■			●				Downtown Assn.; Farmers Market
O-3.03	Research and develop a program for consideration addressing approaches to open space preservation, including: <ul style="list-style-type: none"> ▪ Land banking ▪ Transfer of Development Rights (TDR) ▪ Purchase of Development Rights (PDR). 		■		●				North Olympic Land Trust
O-3.04	Review and update the City’s Urban Services Standards and Guidelines to provide for development of low-impact trails in designated open spaces, including permeable materials where feasible.		■		●				
Transportation									
O-4.01	Design and develop the following segments of the Olympic Discovery Trail: <ul style="list-style-type: none"> ▪ Marine Drive to 10th Street ▪ City Pier along Railroad Avenue to Laurel Street ▪ Other segments as funding and opportunity provide, coordinated with the City’s park, street and trail systems. 	■	■	■	●		●	●	Peninsula Trails Coalition
O-4.02	Identify funding and implementation strategies for the Valley Creek Loop Trail, connecting the Valley and Peabody Creek corridors with the Foothills Trail system.		■		●	●			Washington State Parks
O-4.03	Review and update the City’s Urban Services Standards and Guidelines, including direction for transportation facility improvements that: <ul style="list-style-type: none"> ▪ Include including bike path development and maintenance, signage, and storage ▪ Assess cost/benefits of bicycle-friendly infrastructure. 		■		●				Clallam Transit

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



Table 11.01 – Objectives

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
O-4.04	Review and update the City's Urban Services Standards and Guidelines, encouraging public streetscape improvements including: <ul style="list-style-type: none"> ▪ Street trees ▪ Art and creative community-oriented beautification efforts ▪ Pedestrian and bicycle amenities ▪ Sidewalks on both sides of streets. 		■		●				
O-4.05	Review and update the City's Urban Services Standards and Guidelines, helping: <ul style="list-style-type: none"> ▪ Promote joint access and maintenance of driveways ▪ Balance the needs for traffic movement and access to properties immediately adjacent to secondary and primary arterials. 		■		●				
O-4.06	Develop a "Complete Streets" program for Port Angeles, helping identified travelways accommodate all modes of transportation as appropriate for the needs and conditions of each neighborhood or district.	■			●				
O-4.07	Prepare a study evaluating options for easterly access across Whites and Ennis Creeks in the vicinity of Golf Course Road.		■	■	●				WSDOT
O-4.08	In coordination with the County, RTPO and state and federal agencies, study a future US 101 corridor alignment including evaluation of the Heart of the Hills Parkway and Coastal Corridor concepts. <i>(Route along Lauridsen Boulevard east of Race Street will not be considered.)</i>			■	●	●			WSDOT; Clallam Transit
O-4.09	Plan and integrate the following into the Capital Facilities Plan: <ul style="list-style-type: none"> ▪ Multi-modal street improvements along Edgewood Drive (south side of the airport), Lauridsen Boulevard, Airport Road (west side of the airport), and along Milwaukee Drive to Lower Elwha Road. 	■			●				
Housing									
O-6.01	Identify appropriate areas of the city for higher-density housing, converting low-density residential areas into medium and high-density designations.		■		●				
O-6.02	Evaluate revisions to height limitations in all commercial, medium, and high-density zones, helping accommodate increased residential densities without impacting viewsheds.		■		●				
Conservation									
O-7.01	Review and update the City's Façade Improvement Program to encourage participation in streetscape beautification projects and enhancements along entryway corridors.		■		●				

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Table 11.01 – Objectives

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
O-7.02	Develop and maintain an archaeological database, allowing for review and monitoring of ground-disturbing activities. The database should include: <ul style="list-style-type: none"> Known archaeological and historical sites A predictive model prescribing areas of high, medium and low archaeological site potential A waterfront archaeological overlay 	■	■	■	●	●		●	WA DAHP
O-7.03	Review and update the City's Urban Services Standards and Guidelines, including requirements for development to provide: <ul style="list-style-type: none"> Dispersion, infiltration and/or retention facilities necessary to protect water quality and provide flood protection and flow control LID techniques and BMPs where feasible Permeable paving materials for all sidewalks where feasible. 	■	■	■	●				
O-7.04	Identify and inventory "habitats of local importance" areas, helping ensure wildlife corridors are not severed.		■		●	●			WA DOE
O-7.05	Develop and maintain an inventory of wetland delineations completed as part of land use permitting.	■			●	●			
O-7.06	Develop and periodically update a stormwater management plan consistent with NPDES Phase II permit requirements.	■	■	■	●				WA DOE
O-7.07	Review and update the City's Urban Services Standards and Guidelines, including measures to coordinate new development with the protection of: <ul style="list-style-type: none"> Scenic resources Environmentally-sensitive areas. 		■		●				
O-7.08	Develop and adopt regulations supporting the preservation of identified, historically-significant buildings and sites.	■			●			●	WA DAHP
O-7.09	Develop and adopt a tree management program including: <ul style="list-style-type: none"> Tree density targets Urban forest management procedures and guidelines. 			■	●				
O-7.10	Update the City's Shoreline Master Program by 2024.			■	●				
Capital Facilities									
O-8.01	Update the City's Capital Facilities Plan on an annual basis.	■	■	■	●				
O-8.02	Develop and implement a schedule for preparation and adoption of all City service and facilities plans, coordinated with the Comprehensive Plan.	■			●				

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Table 11.01 – Objectives

Number	Objective	Short (0-2 yr.)	Medium (2-4 yr.)	Long (4+ yr.)	COPA	CLC	POPA	LEKT	Other
O-8.04	Establish review procedures for capital facilities plan projects, ensuring projects address: <ul style="list-style-type: none"> ▪ <i>Endangered Species Act requirements</i> ▪ <i>Climate change adaptability</i> ▪ <i>PAUGA impacts</i> ▪ <i>Established levels of service.</i> 		■		●	●			WA DOE
Economic Development									
O-9.01	Negotiate a vegetation easement with the Port of Port Angeles, providing long-term resolution to concerns regarding trees at Lincoln Park.	■			●		●		
O-9.02	Develop policy encouraging the creation of new tourism events, enhancing tourism during the limited value season.	■			●	●	●	●	Downtown Assn.
O-9.03	Review and update the City's Urban Services Standards and Guidelines, including: <ul style="list-style-type: none"> ▪ <i>Street and parking lot tree plantings</i> ▪ <i>Use of appropriate vegetation in planter strips and bio-retention facilities.</i> 		■		●				
O-9.04	The City will support the implementation of the Mount Angeles View Project including a new Boys and Girls Club, recognizing that the overall project results in affordable housing and child care for the local workforce.	■	■		●	●			Peninsula Housing Authority
O-9.05	The City will continue to make improvements as part of the Waterfront Development Plan while providing support to abutting investments made by the Port Angeles Waterfront Center (Performing Arts Center) and Ferio Marine Life Center.	■	■		●				Peninsula College Foundation NOAA Foundation
O-9.06	The City will work with Clallam County to ensure enhancements to William Shore Memorial Pool continue to provide benefits to the Port Angeles community.	■	■			●			William Shore Pool District

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Community Profile



City History

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

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

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

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



Figure A.01 – Port Angeles, as depicted in a 1917 Army Corps/USGS survey map (Image: University of Texas, Perry-Castañeda Library Map Collection)

by the US Army Corps of Engineers, and the townsite of Port Angeles has endured to this day.

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

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

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

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



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

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

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

Logging and timber have long been important industries, and in 1914 Port Angeles was home to the world's largest sawmill. In 1920, a large pulp and paper mill was built by Washington Pulp and Paper Company. Purchased a few years later and operated by Crown Zellerbach for over 60 years, the paper mill, located at the base of



Figure A.02 – This detail of the "Ennis Creek" mural depicts a 1700s-era Klallum village. (Image: Feiro Marine Life Center)





Figure A.03 – Port Angeles, as located in Clallam County and relative to Washington State.

Ediz Hook, is now owned and operated by McKinley Co.

The City experienced sporadic growth until the linking of Port Angeles with the transcontinental railroad in 1914 brought increased prosperity. As rail transport increased and sea travel waned, Port Angeles surpassed Port Townsend as the major center for trade and commerce on the Olympic Peninsula. Sustained largely by marine trades and the forest products and fishing industries, Port Angeles became a classic American small town and the center of urban life on the North Olympic Peninsula.

In 1922, the Port of Port Angeles was formed. The natural deep-water harbor has always attracted shipping as well as commercial and sports fishing. The Port now operates the Boat Haven Marina and The William Fairchild International Airport, in addition to managing much of the shoreline properties west of downtown Port Angeles.

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

By far the largest civic project was the regrading of the downtown streets, which occurred in 1914. That project created the current street elevation in the downtown - which resulted in basement levels for then-existing businesses (now the "Port Angeles Underground"). The Olympic Power Company was formed in 1911 to construct the Lower Elwha Dam. The County Courthouse was built



Figure A.04 – Downtown Port Angeles was dramatically transformed in 1914 when street-level grades were raised 12 feet or more following a massive sluice operation - effectively a man-made mud slide using a nearby hillside for source material.



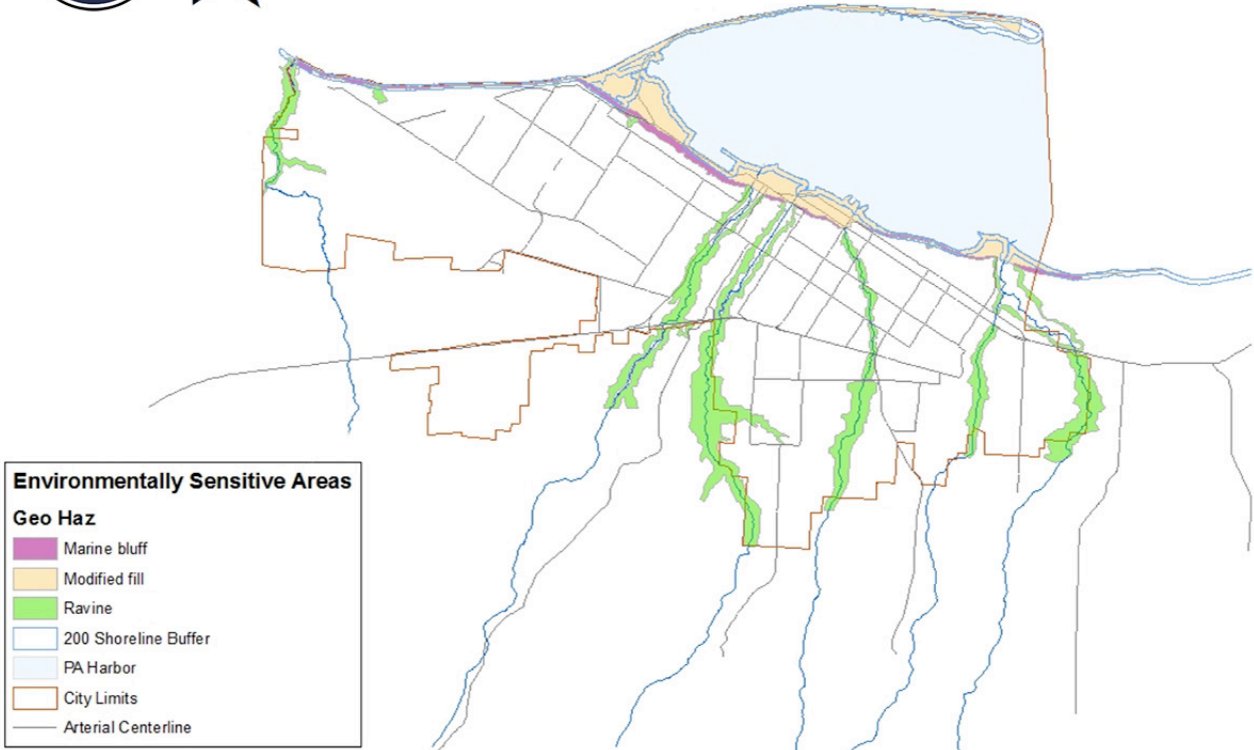
on Lincoln Street in 1915. A new fire station was built in 1931. A new police station and jail was built in 1954, and a new City Hall in 1987. In 1953, Port Angeles received the "All American City" award.

Over the past forty years, except for a few periods of more rapid growth in the 1920s and 30s, the city has grown at a fairly stable rate of approximately one percent per year, to its present population of 19,090.

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

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





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

Figure A.05 – This map of Port Angeles' "environmentally sensitive areas" shows general locations of marine bluffs, ravines, shoreline buffers and modified fill areas.

Current Characteristics

An essential part of developing goals and setting directions for the future lies in reviewing the past and evaluating the present. An Environmental Impact Statement (EIS), prepared by the consulting firm of Nancy A. Ryan and Company for the 1994 Comprehensive Plan takes an in-depth look at the physical, social, and economic aspects of Port Angeles. A second addendum to the original EIS was prepared and adopted for the updates that have occurred over a three-year period ending in 2004. The following descriptions are intended to provide the users of this document with a general view of the community. For a more detailed analysis, refer to the EIS and the 2004 update addendum.



Location

The City of Port Angeles is located in Clallam County on the northern coast of Washington's Olympic Peninsula (See Figure A.03). It is less than three hours driving time (including the ferry ride) from Seattle or Olympia, and is located at the base of the Olympic Mountains' north slope. Immediately to the north is the coastal marine environment of the Port Angeles Harbor, one of the deepest naturally-protected harbors on the West Coast, and Strait of Juan de Fuca. To the south are the pristine alpine wilderness areas of the Olympic National Park, to the east is the semi-arid climate of the Sequim-Dungeness Valley, and within two hours time to the west is the Hoh Rain Forest and the beaches and rugged beauty of the Pacific Coast.

Air

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

Water

Port Angeles is located in the Port Angeles watershed, which drains 65,000 acres (101.5 square miles). A gradually-descending slope from the Olympic Mountains north to the Strait of Juan de Fuca characterizes the topography of the immediate Port Angeles area. Steep hillsides and bluffs of 50 to 150 feet in elevation mark the northern edge of the slope. This region is segmented by streams, which flow from the mountains toward the strait and have formed V-shaped ravines that are much lower in elevation than surrounding areas. These ravines contain the following major creeks passing through the community to Port Angeles Harbor and the Strait of Juan de Fuca: Dry Creek, Tumwater Creek, Valley Creek, Peabody Creek, Ennis/White's Creek; Lee's Creek and Morse Creek are located east of the City limits in the UGA. The Elwha River is located approximately 1.25 miles west of the City, and is the primary water



source for the city. Very few sites in the City obtain potable water from wells.

Wildlife

Port Angeles is located in an area replete with wildlife. The City is located adjacent to Olympic National Park and the Strait of Juan de Fuca. The drainages that pass through Port Angeles provide wooded corridors and habitat for a wide variety of wildlife. Various freshwater wetlands are scattered throughout the city. Port Angeles Harbor is approximately 2,435 acres in size and is one of the deepest natural harbors on the west coast. It provides habitat for many aquatic species.

Identification and classification of all fish and wildlife habitats within the City has not been developed. A Shoreline Habitat Assessment authored by Pentec Environmental was completed in 2001 and provides a basis for understanding the Port Angeles Harbor near-shore environment. In addition, several studies have evaluated eelgrass beds and kelp forests, habitat conditions, water quality, and substrate contamination in the harbor.¹

A Wetlands Inventory developed in 1995 by Sheldon and Associates of Seattle, Washington, provides a foundation for protection of local surface and groundwaters from degradation, identifies habitat areas to protect and restore, and for developing a city-wide stormwater management plan. Additional wetland delineations have been completed and added to the inventory since the original inventory.

The wooded riparian areas provide food, cover, spawning, breeding, and rearing areas for a wide variety of wildlife species. Trees and other plants shade streams and help keep water cool while stabilizing banks and providing food and habitat for insects, amphibians, reptiles, mammals, birds and fish. Trees also provide cover for wildlife. When trees die and fall into the streams, the logs create small dams and pools that offer fish rearing habitat and cover from predators. Logs that remain on land provide cover for wildlife. Wildlife from the ravines also make use of surrounding developed properties and undeveloped lands for foraging.

Within Clallam County, the Washington State Department of Wildlife (Priority Habitats and Species program) has indicated that there are 15 "priority habitats" and 104 "priority species" listed in Clallam County.² Due to an agreement with the Department of Wildlife, the

¹ *Eelgrass Mapping Along the Elwha Near-shore, June -September 2006, Norris & Frasier*

² *State of Washington Priority Habitats and Species List, August 2008*



location of these habitats is not made available. The locations have been reviewed and considered as part of this analysis.

The location of other less sensitive species has been identified in the Draft Environmental Impact Statement (DEIS). In particular, there are three areas that harbor seals use for haul-out. Those sites are the beach at the former Rayonier Mill site, Hollywood Beach near downtown, and the south shore of Ediz Hook in Port Angeles Harbor. Department of Wildlife maps identify an area along the Harbor side of Ediz Hook that has "regular large concentrations" of shorebirds. The bluff along the shoreline also provides a special and valuable habitat for shorebirds and other wildlife.

Within the Olympic National Park, Roosevelt Elk roam the slopes of the mountains. Other wildlife include black bears, cougars, coyotes, beavers, minks, raccoons, otters, wolves, eagles, hawks, ravens, and grouse. Fisher have recently been reintroduced into the Olympic National Park as well. Mountain goats were introduced to the Olympic National Park during the last century and have become well-established.

All of the creeks that make up the Port Angeles watershed are used for fish habitat, but most have barriers to fish migration. Coho, cutthroat and possibly steelhead use Dry Creek. Tumwater Creek provides anadromous use by coho, cutthroat, and steelhead well-upstream of the City limits. Valley Creek and Peabody Creek may be used by sea-run cutthroat, however, these runs are not felt to be self-sustaining. The stream ravines provide sections of relatively high quality habitat, and are recognized by the State as sustaining significant populations of resident fish and potentially having salmon runs restored - once downstream impediments are removed. The resident fish currently present in Ennis Creek are coho, sea-run cutthroat, and steelhead. The fish migrate up to 4.9 miles from the Port Angeles Harbor. White's Creek, which joins Ennis Creek, contains coho, steelhead, and sea-run cutthroat only up to Front Street. The estuary at Valley Creek was restored to its original condition as a mitigation action in 1996. Extensive restoration of Valley Creek has been accomplished upstream from the southern end of Valley Street to the Highway 101 crossing. Restoration efforts have been supported by City land acquisitions along the lower portions of Valley Creek, with the intent of future restoration projects.

Natural Resources

There are very limited forest areas, and no mineral lands located within the City. Much of the forested areas are located within



NUMBER OF PARCELS by ZONE

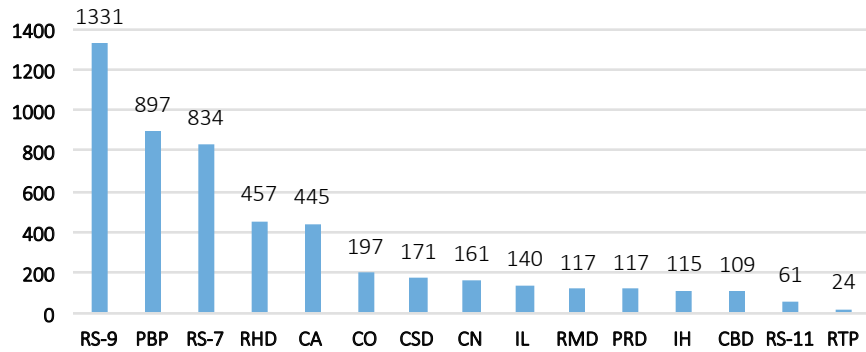


Figure A.06 – This chart shows the number of parcels associated with Port Angeles zoning categories.

Industrial Zone Land Use

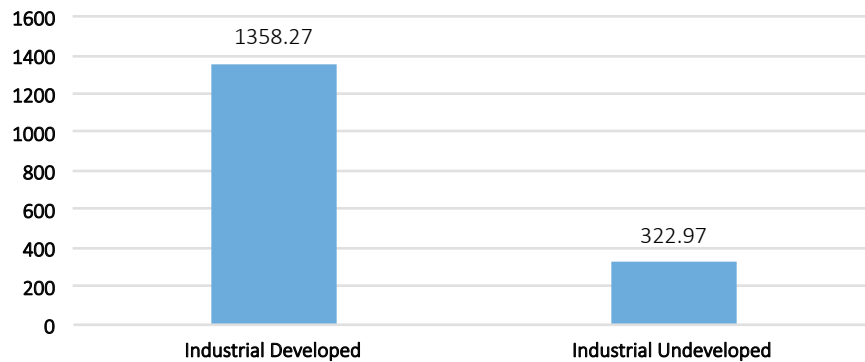


Figure A.07 – Developed and undeveloped industrial-zoned land, in acres.

% of Residentially Zoned Parcels Remaining Undeveloped

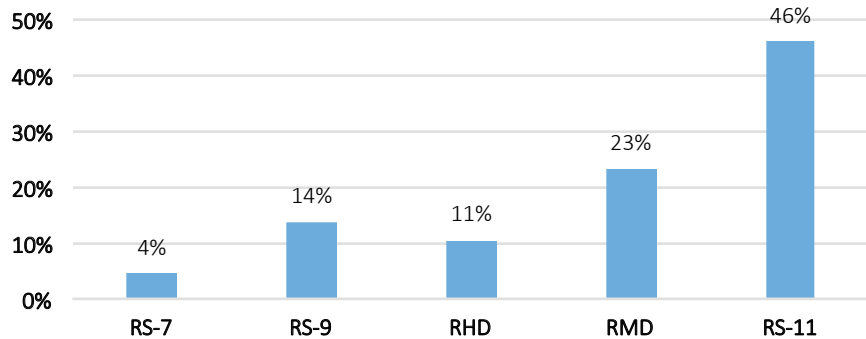


Figure A.08 – Developed and undeveloped residential-zoned land, in acres.



stream ravines or along the marine bluffs. Approximately 35 acres of developable lands remain forested. Lincoln Park and Shane park also contain forested areas that are protected from development, however the trees in Lincoln Park are beginning to penetrate the air space needed for approach to Fairchild Airport, and will likely be removed in the future. The City of Port Angeles contains 26 miles of marine shoreline including Ediz Hook, a four-mile-long sand spit, and 17 miles of streams.

Diverse scenic resources are abundant in Port Angeles. Notable visual elements include the Strait of Juan de Fuca, Ediz Hook, Vancouver Island, San Juan Islands, Mt. Baker, Hurricane Ridge, and the Olympic National Park. Of special note are the views along the bluffs above Port Angeles Harbor. The Ocean View Cemetery at the west edge of town provides views northward and along the coastline. The beaches and beachfront trail along the shoreline also offer views of Ediz Hook, the Strait of Juan de Fuca, and Vancouver Island. Ediz Hook has superlative views of the Strait, mountains, waterfront, and the city.

The vegetated creek ravines offer wooded open space, providing wildlife habitat and corridors connecting the waterfront with the foothills. Other open space amenities include wetlands, steep slopes, marshes, hilltops, and even open fields.

Noise

The primary sources of noise in Port Angeles is air traffic from the airport and the Coast Guard base, industrial activities along the Port Angeles Harbor shoreline, vehicular traffic, and construction activities. The ambient noise levels within the City of Port Angeles would be expected to vary depending on location within the city.

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

The one remaining mill along the waterfront is a source of noise and is in a difficult place to provide noise attenuation. Since the mill is visible from many residential areas on the bluff top to the south, these residences can be expected to receive the greatest noise impacts.

The Rayonier Mill closed in late 1990s, leaving no noise-producing industries east of the downtown area. The K-Ply mill near downtown

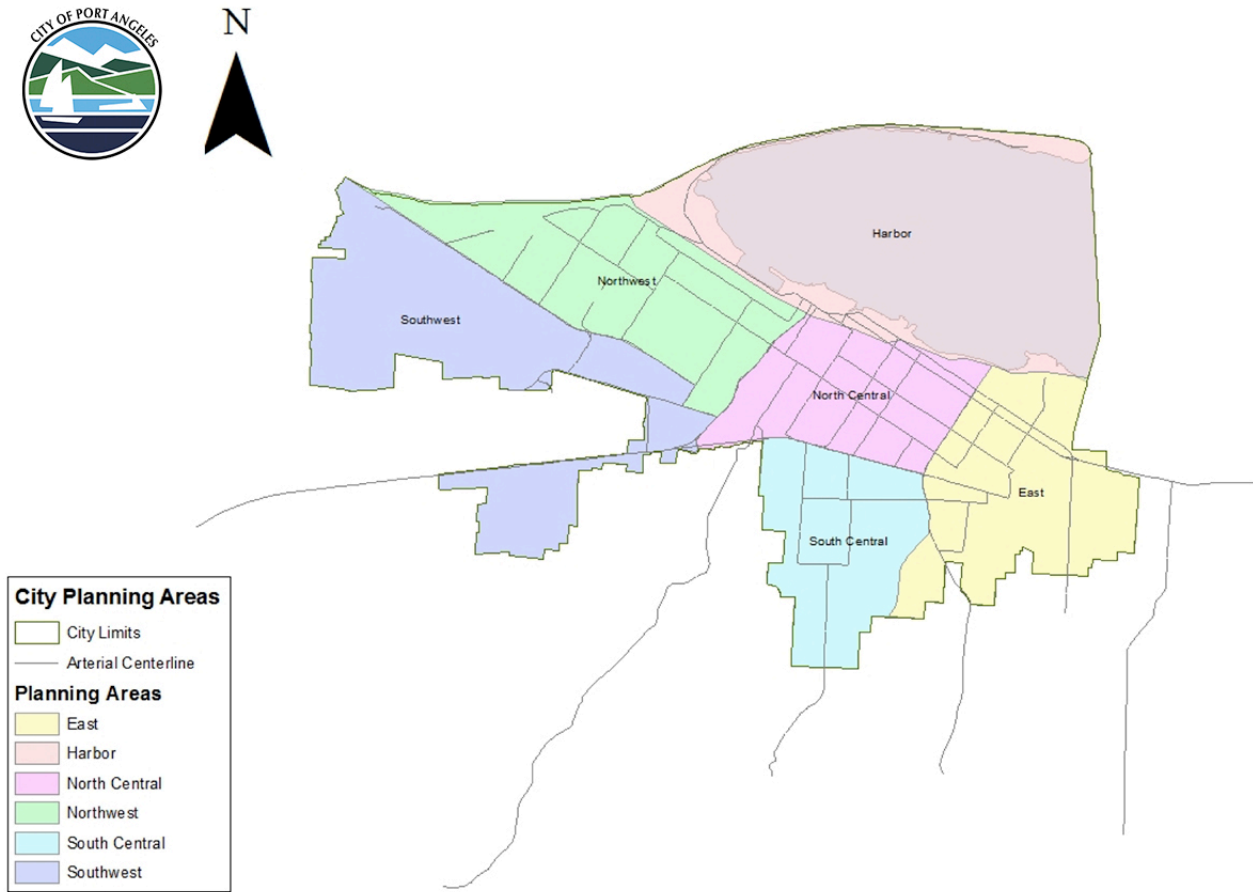


closed in 2011, with site remediation completed in 2016. The Port of Port Angeles intends redevelopment of the site for marine trades industries.

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

Population

The population for the City of Port Angeles in 1993 was 18,270; this represented an increase of three percent over the 1990 population of 17,710. The population for Clallam County in 1993 was 61,400. The percentage of the County population residing in the City dropped to 28.5% in 2004. The 2000 population of 18,397 marked a 3.7%



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Figure A.09 – Planning areas defined for purposes of this comprehensive plan.



increase over the 1990 population. The population had risen to 18,740 by 2007, and was 19,090 in 2015.

The State Office of Financial Management (OFM) has projected a five percent growth rate over the next 20 years for Clallam County; this, along with a linear projection for Port Angeles, is illustrated in Table A.01. The City population so far not grown at the projected rate.

Table A.01 - Population Projections based on Office of Financial Management

Population	2010	2015	2025	2035	2045
Port Angeles	19,038	20,509	23,802	27,623	32,058
Clallam County	71,404	75,717	85,142	95,739	107,655

The population figures in Table A.01 are projections based on an estimated 1.5% growth rate. These numbers are considered high due to the historic growth rate for the City of 0.36% per year. Using information from the 2010 census, the percentage of Clallam County population attributed to the City of Port Angeles was 28.5%. The portion of the County population occurring in the City has been declining in recent years from a high of 47% in 1970 to a 2014 low of 26.3%. City population has grown by 52 people since the 2010 census data was collected, while the population of Clallam County increased by 1,096 people.

Land Use

The City of Port Angeles contains 10.7 square miles or 6,856 acres of land area. There are residential areas, industrial areas and commercial areas with a fairly well defined Central Business District (CBD). Figure A.06 shows the number of parcels within each zone.

Port Angeles currently has land available in each zone designation to meet the anticipated future needs for developable lands. Figure A.07 and Figure A.08 indicate the amount of available land for industrial and residential lands, respectively.

Currently, there are 567 parcels developed with infrastructure available for residential development.

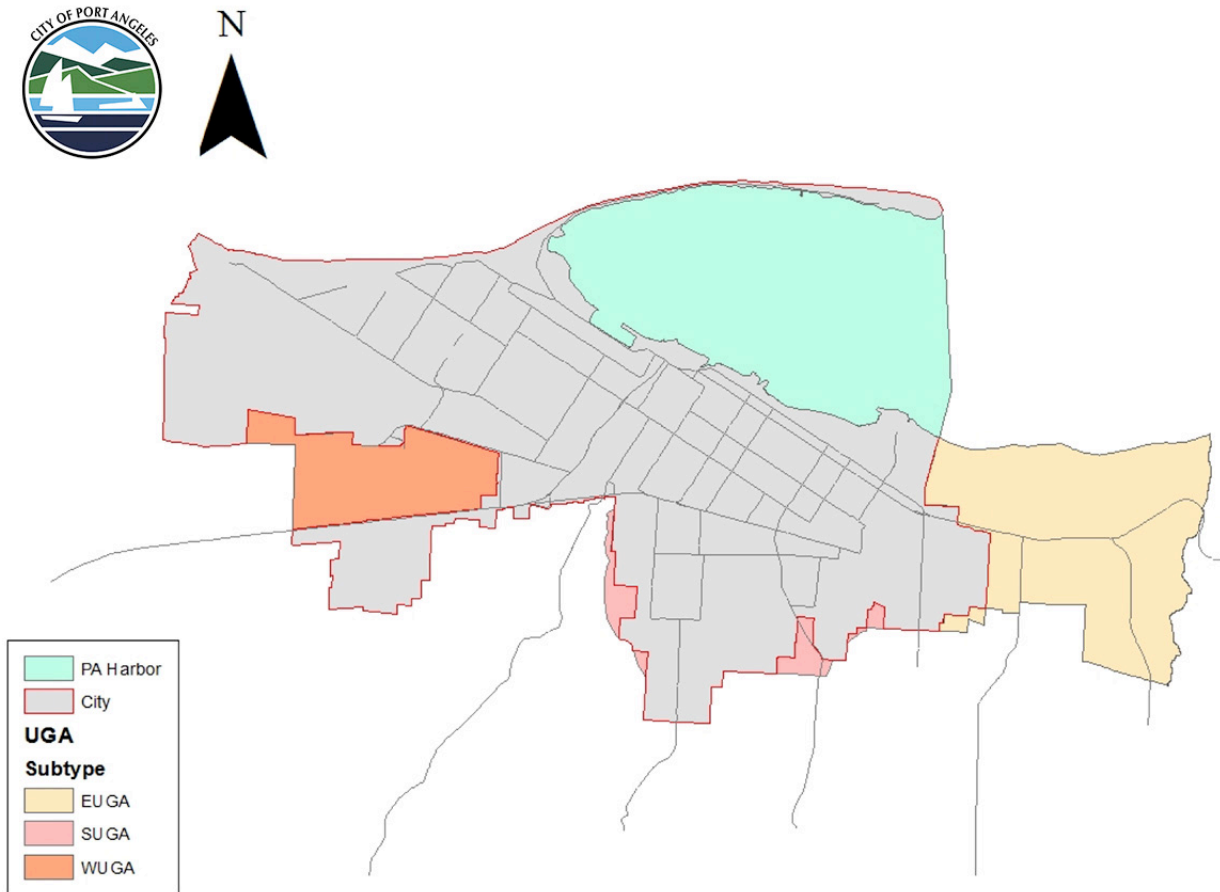
Community Facilities

Community facilities include a 126-bed hospital, one public library, one fire station, one police station, 22 developed parks, the Senior Services Community Center, a public swimming pool, the Vern Burton Community Center, a publicly owned cemetery, one private



golf course, four cultural centers (Port Angeles Fine Arts Center, Arthur D. Fierro Marine Lab, The Lower Elwha Klallam Cultural Center, and the Clallam County Historical Society Museum).

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



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Figure A.10 – Urban Growth Areas (UGAs) defined for purposes of this comprehensive plan.



the schools within the city limits. The closures reflect an aging demographic in Port Angeles, and in Clallam County in general.

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

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

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

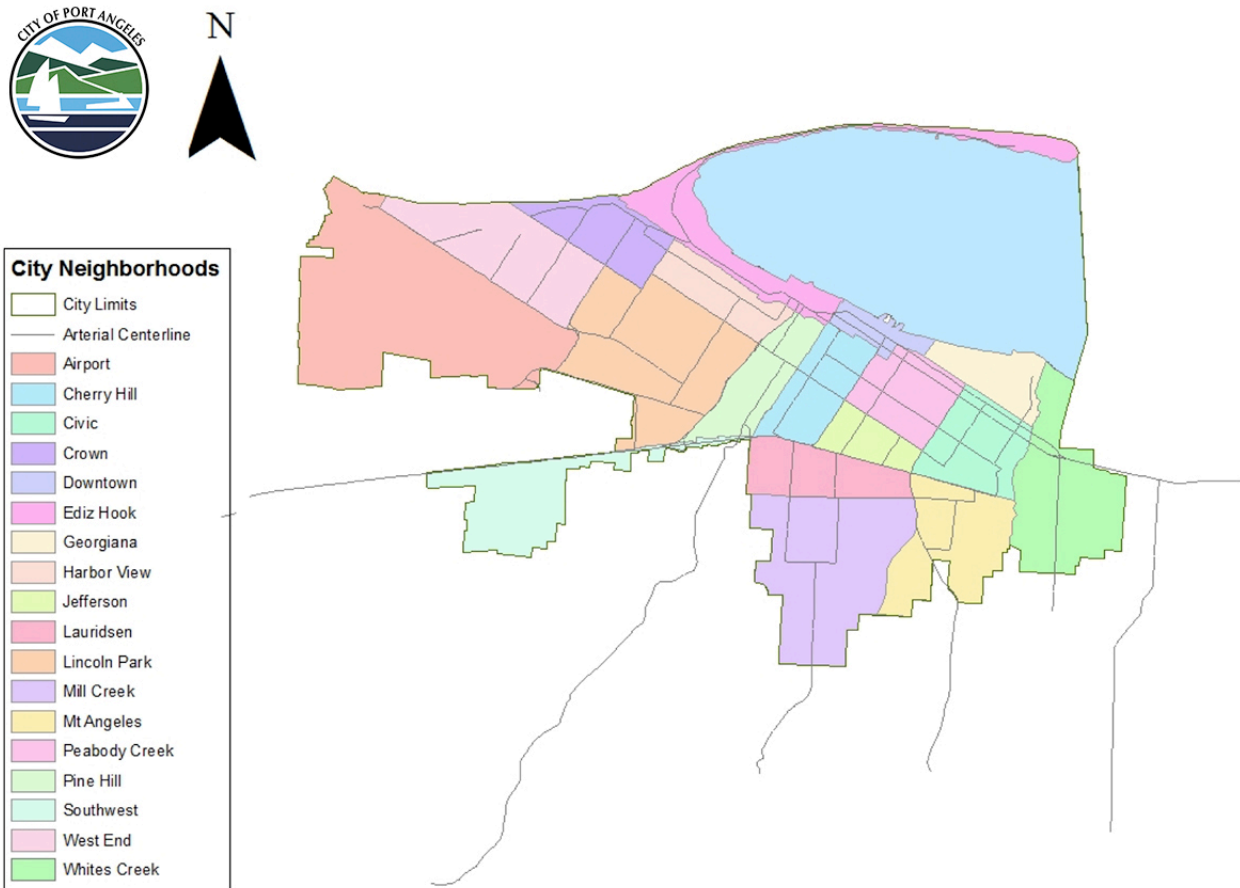


The college currently employs 66 full-time faculty, 146 part-time faculty and 96 persons as staff and administration on the Port Angeles campus.

The Port of Port Angeles operates a 16.1-acre marina, with approximately 375 boat slips and 3,000 feet of dock for tie-ups, and a public boat yard for repair and maintenance. The Boat Haven Marina was upgraded during 2007-2008. The port also operates the William R. Fairchild International Airport and the downtown ferry terminal serving the privately owned Coho ferry.

Planning Areas

The Comprehensive Plan divides the City into eight planning areas. For the purpose of description, the individual planning areas are identified as the Harbor, Northwest, Southwest, North Central, South Central, East, Eastern Urban Growth Area and Southwestern Urban



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Figure A.11 – Port Angeles neighborhoods defined for purposes of this comprehensive plan.



Growth Area planning areas. These areas are located on Figure A.09 and are described as follows:

Harbor

The Harbor planning area includes all shoreline areas adjacent to Port Angeles Harbor and contains the Coast Guard Station, the City-operated boat ramps, Harborview Park, and the McKinley Paper Company Mill, all on Ediz Hook. The historic downtown and waterfront are also essential parts of this sub-area. The boat haven marina, log export terminal, the Coho Ferry terminal, and City Pier Park line the waterfront. Entertainment activities (movie theater, bookstores, antique shops, galleries, historic underground tour and restaurants) abound within the pedestrian-oriented central business district.

Also in the Harbor planning area is the former Rayonier Mill site. The mill has been closed since 1997, and has been demolished. The site is undergoing remediation for clean-up of materials left from the previous mill operation. The site is intended to become available for redevelopment in the future. In 2013, the City purchased a five million-gallon storage tank that remained on the site and has incorporated the tank into its stormwater management facilities for the remediation of combined sewer overflows into Port Angeles Harbor.

Northwest

The Northwest planning area covers the western edge of the city lying west of Tumwater Creek and north of Fairchild International Airport. This area is comprised largely of older homes, however recent growth pressure has led to new subdivisions and home construction in the area. There is a commercial area located at 8th and "C" Street, serving the residents of the west end of the City. A pocket of industrial/commercial activities is located along the Tumwater Truck Route near the US 101 junction. This area of town has limited access because of the Tumwater Creek ravine and the bluffs. The Northwest Planning Area has the largest segment of undeveloped residential land within the current City limits.

Southwest

The Southwest planning area includes Fairchild International Airport, the Clallam County Fairgrounds, Ocean View Cemetery, the Port Angeles Regional Transfer Station, The Extreme Sports Park, Fairchild International Airport and Lincoln Park. In 2005, the city annexed 358 acres of land into the southwest planning area. Much of the area is included in the Eclipse Industrial Park. Industrial development is located at the airport industrial park, and the area was annexed in 2005. A few homes lie within the City limits along Lower Elwha Road, but otherwise





Figure A.12 – Downtown is Port Angeles' smallest neighborhood, but it's also the city's most dynamic, featuring dozens of shops, restaurants, beach and community gathering areas, and the Coho Ferry serving Victoria, BC. (Image: Studio Cascade, Inc.)

this planning area contains predominantly industrial and public land uses.

North Central

The North Central planning area is an older, denser portion of town. It is an area bounded on the west by the Tumwater Creek ravine and divided by Valley Creek and Peabody Creek ravines. It contains City Hall, Clallam County courthouse, the William Shore pool and the Carnegie Library museum. The commercial uses along Lincoln Street provide community shopping opportunities. Recreation is provided by a number of neighborhood parks. Much of the city's multifamily housing is within this planning area.

South Central

The South Central planning area is the area of town with newer homes on larger lots. This planning area was annexed into the City after much development had occurred. The street pattern changes from traditional townsite blocks to smaller lots in older areas and large blocks and cul-de-sacs in newer areas. The Port Angeles High School lies within this planning area. The Olympic National Park Headquarters and Visitors Center is along the Heart of the Hills Road.

East

The East planning area is the area east of Race Street to the eastern city limits. This area has a mix of older homes and newer residential subdivisions and development, as well as a portion of the First and Front Street commercial corridor. This planning area includes Peninsula College facilities and Peninsula Golf Club.

Urban Growth Areas

Eastern UGA

The Eastern Urban Growth Area (UGA) is generally the area east of the city limits.

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

Western UGA

The Western UGA is generally the area west and south of the City limits. Remnant properties in the UGA that are located south of the pre-2005 city limits, north of Highway 101 and west of Tumwater Creek as far as Reddick Road are considered to be in this UGA until annexation occurs, whereby they will be considered to be part of the adjacent planning area. Policies for this planning area are adopted by Clallam County as a part of the Port Angeles Regional Comprehensive Plan.

Neighborhoods

The City's planning areas are made up of 18 separate neighborhoods. The distinct neighborhoods are described in the following sections.

Downtown

The downtown neighborhood is the smallest neighborhood, extending north from the marine bluff to the waterfront and east from Valley Street to Chase Street on the east, and extending east along the Waterfront Trail to Vine Street (extended). The Downtown neighborhood is the traditional community center of the City. Many of the structures are two stories tall, with a few having residential uses on the second floor, or are used for offices. Many others are in disrepair, or are vacant. Buildings in the downtown area span several decades and architectural styles, some dating to the early 20th century. Few structures are more than two stories tall. The Lee Plaza is the major residential structure in the downtown area, and is managed by the Clallam County Housing Authority for low-income individuals. The City's Comprehensive Plan and zoning ordinance support increased residential uses in the downtown.

The downtown is a walkable neighborhood, with ample sidewalk areas, mid-block crosswalks and a large variety of eateries and gathering places. A locally-owned natural foods market, specializing in organic products and locally-grown produce anchors the west end of the downtown area. Washington State Department of Health and Human Services operates out of a downtown location. Ample parking is scattered throughout the downtown area. There are no longer any large anchor chain stores in the Downtown, however there are many individual shops providing unique items, such as beads, books, candy,





Figure A.13 – 2016 updates to the Comprehensive Plan support greater housing diversity in Port Angeles neighborhoods, providing options for all. (Image: Studio Cascade, Inc.)

brewing supplies, boutique clothing, athletic goods, auto parts, novelties, gifts, art and furniture.

Several City projects have been undertaken in the downtown in recent years. Water mains, sewer lines, sidewalks and street trees have been replaced. The sidewalks are constructed of pavers to enhance the aesthetics of the area.

A recent project has replaced shoreline armoring along a portion of Railroad Avenue west of the ferry landing. Improved waterfront treatments and removal of hard armoring in favor of two pocket beach areas has returned areas further west to a much more natural appearance. This project also resulted in the formal extension of the Olympic Discovery/ Waterfront Trail through the downtown area, and created a block-long park on the west end of the Downtown, which complements City Pier Park located at the east end of the Downtown.

The Downtown is an international port, hosting the Coho Ferry, which provides direct access to Victoria Canada.

Pine Hill

The Pine hill neighborhood extends from the center of Valley Creek ravine on the east to the center of Tumwater Creek ravine on the west. The northern boundary of the neighborhood is the marine bluff and the southern boundary is Highway 101.

Pine Hill neighborhood is one of the older central city neighborhoods. The urban character of this neighborhood is similar to several other older neighborhoods, typically featuring 7,000 square-foot lots and standard grid pattern streets. The homes in this area typically are older structures built in the early 20th century, with a variety of more recent infill homes scattered throughout the area. The predominant style of house is typically American Craftsman.

The area is generally level, with a slight rise from north to south. This aspect limits views towards the water (north) but many homes have views of the Olympic Mountains to the south.

Very few commercial uses exist in this neighborhood. Those commercial uses that do exist are located along the 8th Street corridor. The Pine Hill neighborhood is only served by transit along 8th Street. Sidewalks do exist throughout the neighborhood.

West End

The West End neighborhood extends west from 'M' Street to the marine bluff, and south from 10th Street to 18th Street, and is one of the least-developed areas of the city. Larger-lot zoning (up to 11,000 square feet) and the allowance for curvilinear streets and cul-de-sacs result in a more suburban character. The neighborhood contains five different zone designations, allowing a range of densities from less than four dwelling units per acre to 12.44 dwelling units per acre. Two residential manufactured home parks exist in the neighborhood. Serenity House of Clallam County, Clallam County Housing Authority, and Habitat for Humanity all have developed housing for low-income families in the area.

Much of this area remains undeveloped with large tracts of forested land. Two areas in the neighborhood have been set aside and used by industrial interests to store low-hazard waste materials, making those sites unlikely to be redeveloped in the near future.

Several newer (1970s to current) subdivisions have been developed in this neighborhood, however not all of the developed lots are occupied yet. Many excellent building sites are developed with urban services but remain vacant. Homes in the area are newer, many of them single-story, ranch style structures.

Although the development in this area is newer than other neighborhoods, streets are developed with few sidewalks for pedestrian use. No commercial services are available in the area. Due to this limitation, the neighborhood is not considered highly walkable. The Olympic Discovery Trail spans the neighborhood following Milwaukee Drive from 10th Street to 18th Street. The City-owned Ocean View Cemetery is located at the northwest limit of the neighborhood.

Views from this neighborhood are primarily to the Olympic Mountains; the few developments west of Milwaukee Drive have outstanding views of the Strait of Juan de Fuca.

Airport

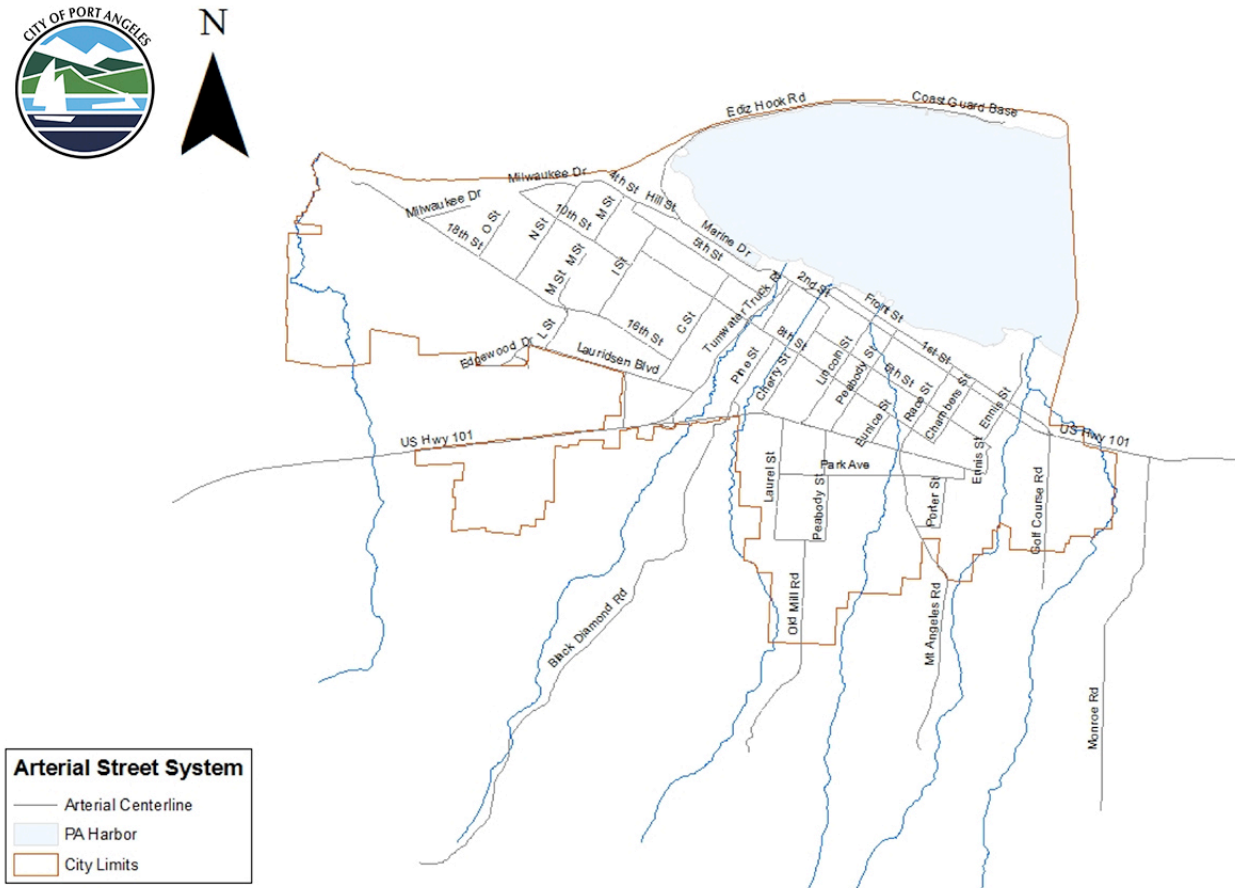
The airport neighborhood extends west from 'M' Street to the western City limit and south from 18th Street to the City's southern limits,



and is the City's largest neighborhood with 1,217 acres. The primary land use is the William Fairchild Airport. The airport also contains an industrial park situated on the north side of the runways and south of 18th Street. The neighborhood also contains the City's refuse transfer station, recycling center, and compost facility. The Extreme Sports Park is located in the neighborhood's southwest corner. Several large tracts of forested land and farm sites exist in this neighborhood. This is the least populated neighborhood in the City.

Cherry Hill

The Cherry Hill neighborhood extends from Lincoln Street on the east to Valley Creek on the west, and from Lauridsen Boulevard on the south to marine bluff on the north. This is an older neighborhood, and contains a large portion of the City's High Density Residential zoning located at the north end of the neighborhood. The southern portion of the neighborhood is primarily single-family residential zoning. The 8th Street commercial corridor separates the two zoning districts, and



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Figure A.14 – Port Angeles' street system.



a second commercial corridor extends north and south along the west side of Lincoln Street.

The neighborhood contains three small parks and the east slope of the Valley Creek ravine. Homes in the area are mostly older structures.

Peabody Creek

The Peabody Creek neighborhood extends east of Lincoln Street to Race Street, and from 8th Street on the south to the Georgiana/Front alley on the north. The boundaries of the Peabody Creek neighborhood are all comprised of commercial corridors, with high-density residential uses west of Peabody Creek and single family residential uses east of the creek. Peabody Creek Ravine divides the neighborhood diagonally from the southeast to the northwest. The neighborhood contains Jesse Webster Park, Erikson Park, and the Dream Playground; it also contains City Hall, Clallam County Courthouse, and the Senior Center.

Crown

The Crown neighborhood extends from 'I' Street on the east to the marine bluff on the west and from 10th Street on the south to the top of the marine bluff on the north. The Crown neighborhood contains Crown Park which provides panoramic views from the bluff top. Hamilton Elementary School is located within this neighborhood. The neighborhood is primarily a single-family residential neighborhood and contains no commercial zones. Much of the housing in the area is newer and there are still areas that are undeveloped.

Ediz Hook

The Ediz Hook neighborhood is made up of Ediz Hook itself along with the waterfront area extending west of Valley Street. The neighborhood is unique in that there are no residential uses in the neighborhood, with the exception of full-time residential use of boats in the marina.

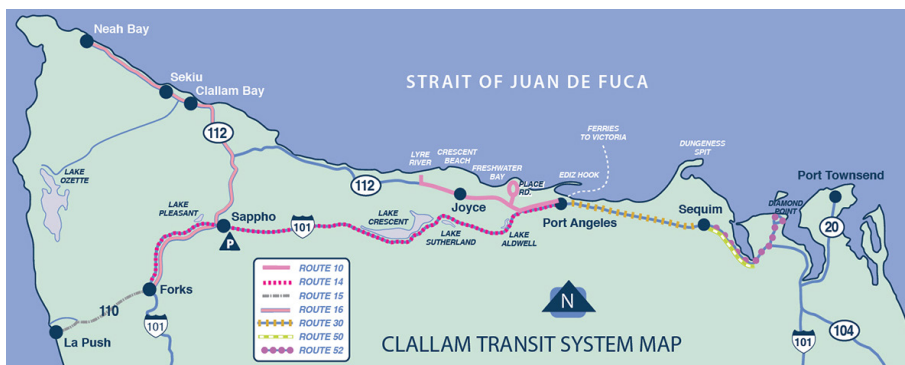


Figure A.15 – The Clallam Transit system provides service covering large portions of the county. Four routes circulate within Port Angeles' city limits.



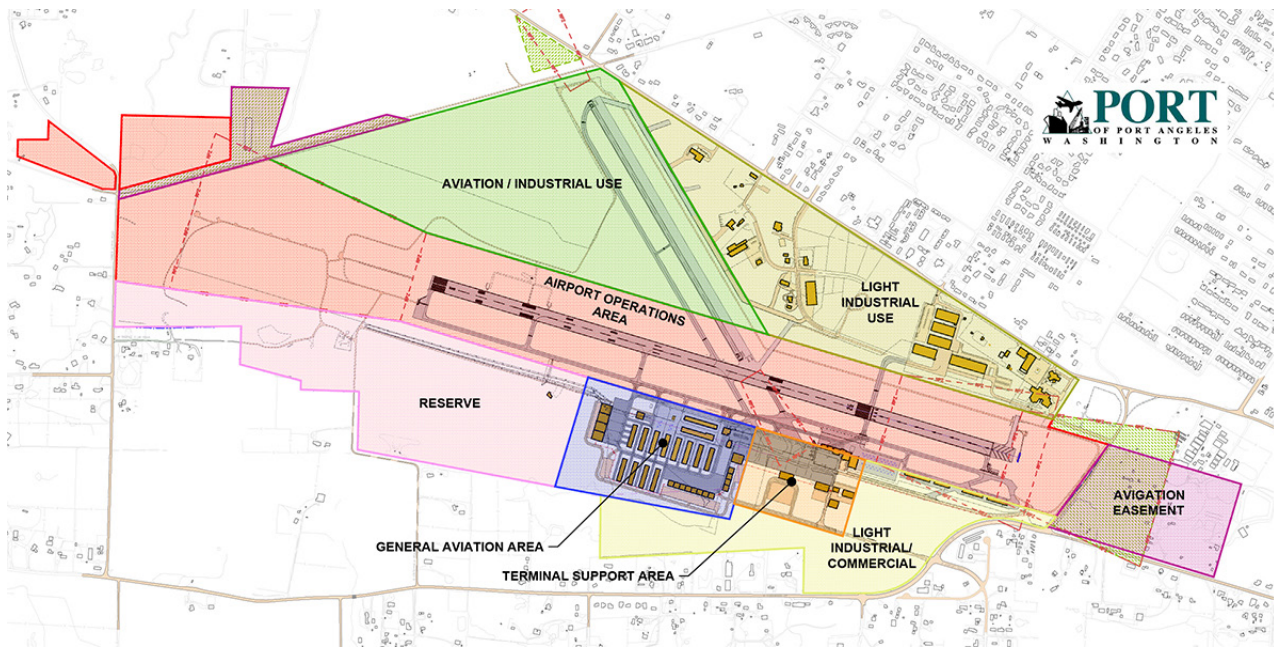


Figure A.16 – Commercial flights to and from Fairchild Airport have ceased, but the facility remains an important part of Port Angeles' economic development strategy.

The primary uses are industrial, with a few commercial activities that support the industries. Several large industries make up the major uses, including the McKinley Paper Company mill, Westport Marine and Platypus Marine. Tesoro Petroleum provides fueling operations for large ocean-going vessels. Icicle Seafoods and the Puget Sound Pilots office and facility are located at the east end of Ediz Hook. The Port of Port Angeles owns and operates several industrial/commercial operations along the waterfront, including log storage and bark removal, topside repair of large ocean-going vessels, and berthing of navy support boats. They also own and operate the Boat Haven Marina. The Native American village Tse-wit-wen is also located within the Ediz Hook neighborhood. Ediz Hook itself provides outdoor recreation opportunities through the Sail and Paddle Park at the west end of the spit, and Harbor View Park at the east end. The parks are connected by an extension of the Olympic Discovery Trail. A boat launch is provided at the east end of the spit and at the Boat Haven Marina. Ediz Hook has recently undergone extensive habitat restoration efforts led by the Lower Elwha Klallam Tribe.

Georgiana

The Georgiana neighborhood extends north from the Georgiana/Front Street alley to the waterfront, and extends from Vine Street on the west to the Whites Creek Ravine on the west. Although this is primarily a single-family residential neighborhood, the Olympic Medical Center's hospital and associated medical support offices make up the bulk of uses in the central portion of the neighborhood. Two parks are located



in the neighborhood - Georgiana Park and Francis Street Park - which provide access to the Waterfront Trail. The abandoned Rayonier Mill site is located on the waterfront at the east end of this neighborhood.

Harbor View

The Harbor View neighborhood extends from the Tumwater Creek Ravine west to 'I' Street and north from 8th Street to the marine bluff. This is also primarily a single-family residential zone, with commercial uses located only at the intersection of 8th and 'C' Street. Shane Park is the only park in the neighborhood.

Jefferson

The Jefferson neighborhood is located between Lincoln Street on the west and Race Street on the east. It is bounded on the south by Lauridsen Boulevard, and on the north by the 8th Street corridor. This neighborhood is also primarily a single-family residential neighborhood, with the exception of uses on the south side of the 8th Street corridor.

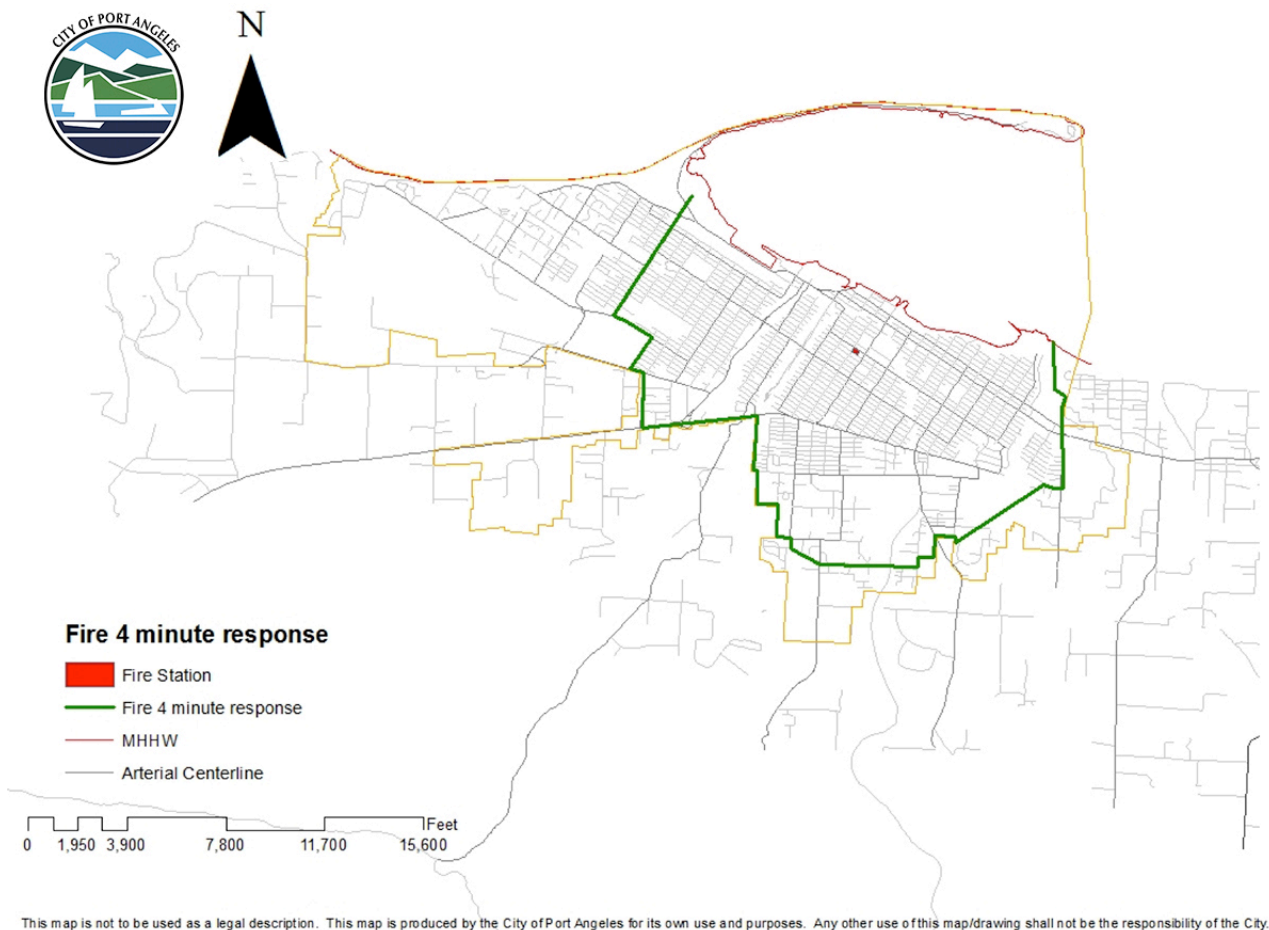


Figure A.17 – Port Angeles' station and fire response map.





Figure A.18 – The Port Angeles Police Department also operates 911 dispatch services for police and fire operations across Clallam County.

Jefferson Elementary School is located in the southwest corner of the neighborhood.

Civic

The Civic neighborhood extends east from Race Street to the White's Creek ravine, and north from Lauridsen Boulevard to the Georgiana/Front Street alley. The neighborhood contains the major commercial strip along First and Front Streets, but is otherwise a single-family neighborhood. Low-intensity commercial uses are also located along Race Street. This neighborhood contains Civic Field - the City's major sports facility - the Fine Art Center, and Webster Woods, a premier art venue providing unique outdoor art.



Figure A.19 – Lincoln Park is one of Port Angeles' most diverse activity-oriented parks, including disc golf, a BMX track, a dog park, event facilities, fairground areas, wetlands and play fields. (Image: Studio Cascade, Inc.)

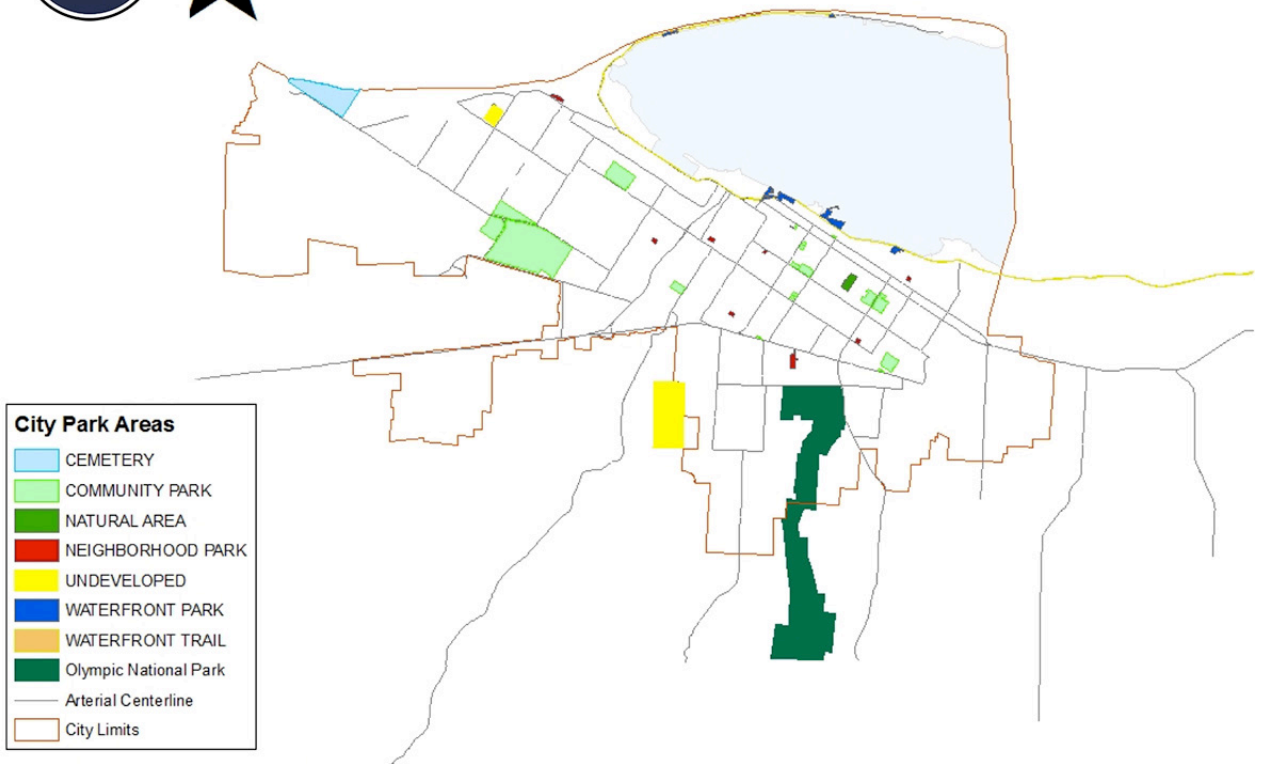
Lauridsen

The Lauridsen neighborhood extends south of Lauridsen Boulevard to Park Avenue, and from the Valley Creek ravine on the west to Race Street on the east. Commercial uses in this neighborhood are confined to the western portion of Lauridsen Boulevard. The Housing Authority of Clallam County manages Mount Angeles View, an affordable housing project. Lyons Park is the only formal City park in the neighborhood.

Lincoln Park

The Lincoln Park neighborhood extends south from 8th Street to Highway 101 and west from Tumwater Truck Route west to 'M' Street (with some variation). Commercial areas are located along the 'C' Street corridor, and at the west end of the neighborhood along Highway 101. An industrial-zoned area exists at the south end of the Tumwater truck route, where several small manufacturing and construction-related industries exist. Park View Lane, a senior/retirement center, is located in this neighborhood as well as a cluster of high-density apartments found in the vicinity of the 'C' Street and Lauridsen





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Figure A.20 – Park and open-space areas in Port Angeles.

Boulevard intersection. The remainder of the neighborhood is single-family residential.

Schools in the area include Stevens Middle School - the only middle school in the City - the North Olympic Skills Center, and Choice Alternative School. The former Lincoln School has become the Clallam County Historical Society headquarters, and is planned to become the Clallam County museum.

Lincoln Park is the City's largest park, and includes the Clallam County Fairgrounds, baseball fields, two ponds, and a large wooded area. Big Boy Pond, one of the City's largest wetland areas, is located west of Stevens Middle School.

Mill Creek

The Mill Creek neighborhood extends south from Park Street to the southern City boundary, and from the western City boundary to Race Street and Hurricane Ridge Road on the east. This neighborhood



contains the northernmost portion of the Olympic National Park, and the Park headquarters building and maintenance area. Also located in this neighborhood is Port Angeles High School.

Areas directly surrounding the high school are primarily single-family residential uses situated on standard-size lots. The southern portion of the neighborhood is also single family residential, however those lots are larger, less developed and are typified by newer homes. No commercial uses are located within the Mill Creek Neighborhood.

Mt. Angeles

The Mt. Angeles neighborhood extends south from Lauridsen Boulevard to the southern City limits, and from Hurricane Ridge Road on the west to the White's Creek ravine and the eastern City limits. A large portion of this neighborhood is occupied by Peninsula College, the only institution of higher education in the City. The neighborhood also contains Franklin Elementary School.

Land uses are primarily single-family residential on larger suburban-size lots; however, some medium and high-density residential uses are located near the college campus.

Southwest

The southwest neighborhood is located south of Highway 101 and includes the entire area annexed into the City in 2005.

White's Creek

The White's Creek neighborhood extends east from the White's Creek ravine east to the City limits on the north, south and east. This neighborhood contains a large private golf course, the only golf course in the City. Also contained within this neighborhood is the City's wastewater treatment plant, which now includes a five-million gallon storage tank recently acquired from Rayonier corporation. The area includes the eastern portion of the Rayonier mill site, which is currently unused and awaiting further cleanup efforts. Recently, the City constructed a new bridge spanning Ennis Creek to provide an appropriate crossing for sewer and stormwater pipes. The bridge is also capable of carrying vehicular traffic and the Olympic Discovery/ Waterfront Trail.

Housing

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



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

Currently, the City has 6,845 parcels that are zoned for residential use. Of those residentially-zoned parcels, 567 are developed with complete infrastructure and remain available for building. The City currently has a number of large undeveloped areas, and based on anticipated densities, currently undeveloped parcels would provide area for 2,280 additional dwelling units.

Transportation

The Regional Transportation Planning Organization (RTPO) has designated Port Angeles as a primary center of mixed-use development, and the City's UGA has been identified as a secondary center of mixed use development in the Regional Transportation Plan. Goals and policies in the Growth Management Element of this plan support focusing new growth and mixed-use opportunities in the City and UGA.

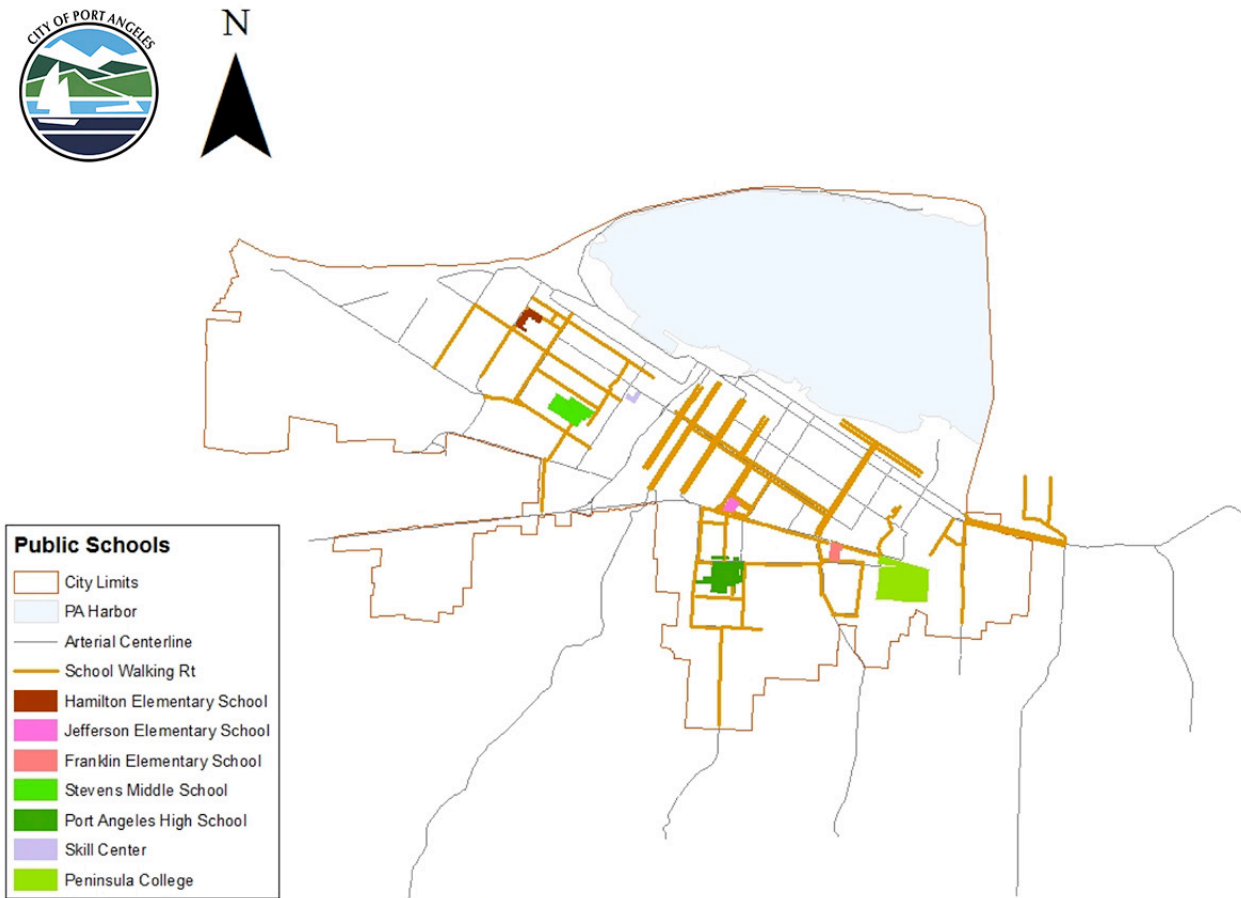
The road network in the City of Port Angeles is characterized by a gridded street pattern that is oriented east to west (parallel to the waterfront) and north to south. This pattern shifts slightly south of Lauridsen Boulevard, where the street orientation shifts to match the platting pattern established by the County before City boundaries were expanded. The regular geometry of this pattern is generally retained, except where topography of the foothills, deep ravines or bluffs along the Strait of Juan de Fuca force road realignment. Some areas located in the western portion of the City also diverge from the grid pattern, forming a more curvilinear, suburban-style pattern.

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



The RTPO identifies US 101 as the only Highway of Statewide Significance in Port Angeles. The Level of Service (LOS) for Highways of Statewide Significance is established by Washington State Department of Transportation. There are five Highways of Regional Significance through the City, including:

- US 101
- State Route 117 Tumwater Truck Route
- Race Street leading to the Olympic Park Visitor Center and Hurricane Ridge
- The First/Front Street couplet Marine Drive from US 101 to SR 117
- Lincoln/Laurel/Oak Streets connecting US 101 with the Coho Ferry landing on Railroad Avenue).



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Figure A.21 – Public schools located in Port Angeles.



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

The City of Port Angeles is served by Clallam Transit, the Public Transit Benefit Area (PTBA) Agency that serves the Clallam County with a combination of scheduled and para-transit services. Clallam Transit currently identifies four routes that circulate within the City limits. These routes all originate from the downtown area. The four routes provide service to east City limits at the Plaza shopping center, the west side to the Elwha Tribal Center and Fairchild International Airport, the near west side to the fairgrounds, and south through the central portion of the City to Ahlvers Road. In addition to local in-city transit Clallam Transit provides commuter service between Port Angeles and Sequim and Forks.

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

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

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

The William R. Fairchild International Airport is located approximately three miles southwest of the central city and serves a combination of commercial and private aviation demands in the region. The airport is owned and operated by the Port of Port Angeles and is classified as a commercial service airport by both Federal Aviation Administration (FAA) and the Washington State Department of Transportation, Aviation Division (WSDOT Aviation). The airport serves the commercial service needs of the entire Peninsula including Clallam, Jefferson and portions of Mason Counties and the general aviation needs of Clallam and portions of Jefferson Counties. The airport has more than 800 acres of property, with 690 in aeronautical use, and 110 in industrial park use.





Figure A.22 – Port Angeles is working to diversify its local economy, growing marine trades and industries as well as activities related to the city's spectacular natural setting. (Image: Studio Cascade, Inc.)

Two runways are available at the Airport for the needs of larger and smaller aircraft. The Primary runway is 6,350 feet long by 150 feet wide with the secondary smaller runway being 3,250 feet long by 50 feet wide and available during daylight hours only. The primary runway has the capacity for aircraft up to 115,000 pounds. The runway is equipped with an instrument landing system, visual approach slope indicator, eight runway-end identifier lights, medium intensity approach lighting system with runway alignment indicator, runway and taxiway lighting, and signage.

The 2011 Airport Master Plan describes the short, intermediate and long-term plans for facility development and maintenance. A copy of this plan is available on the Port of Port Angeles website at <http://www.portofpa.com/index.aspx?NID=276>

Land uses surrounding the William R. Fairchild International Airport include residential, industrial and park/open space. The main landing approach area for the airport is over the most densely populated portion of the City, with the final approach over Lincoln Park located immediately east of the airport. Due to the height of the trees growing in Lincoln Park, debate over the future of Lincoln Park has been an on-going discussion.

The area to the west of the airport (the primary take-off area contains the City's solid waste Transfer Station, recycling center and composting facility. Farther to the west, the area is located in the County and is zoned Rural Low and Moderate density and Rural Character Conservation (RCC3) to maintain low-density residential areas in the flight path area. The lands adjacent to the airport on both the north and south are designated and zoned as industrial to buffer the impacts that may be expected from airport use to less intense land uses adjacent to the airport.



Urban Services

Police

The Port Angeles Police Department currently provides police protection within the city limits of Port Angeles and operates PENCOM, the 9-1-1 emergency dispatch center for almost all police and fire agencies in Clallam County. The police headquarters are located at City Hall. The Department has 62 personnel; 31 commissioned police officer positions (authorized 33), one (1) half-time commissioned officer, two (2) reserve officers, 20 communications officers, seven (7) clerical positions, and, one (1) part-time parking enforcement position. There are also 15 civilian volunteers associated with the department.

Fire

The Port Angeles Fire Department provides fire response and advanced life support emergency medical services within the city limits of Port Angeles. The Fire Department headquarters station is located at 5th and Laurel Streets. The Department has 23 career personnel, including 21 firefighters who are cross-trained as emergency medical technicians, with 11 certified as paramedics. In addition to career personnel, the Department has an active volunteer component that is consolidated with the adjoining fire district.

City Parks & Recreation Facilities

The City Parks and Recreation Department maintains over 114 acres of developed park land, another 81.5 acres of undeveloped land reserved for future park development, and 91.8 acres of undeveloped lands set aside for protection as open space. The Parks Department maintains 14 playground equipment sites, 13 baseball and/or softball fields, 9 football and/or soccer fields, and 12 tennis courts. Approximately 10 acres are taken up by community facilities. The William Shore Memorial Swimming Pool, Senior and Community Services Center and the Vern Burton Community Center provide a wide range of year-around recreational services.

Civic Field provides a full athletic complex for soccer, football and baseball, with lighting for nighttime activities, concessions, covered stadium seating, and locker rooms. The Carnegie Library has been converted to a museum leased by the Clallam County Historical Society and neighbors the City's former fire hall. The City owns and operates the 41 acre Ocean View Cemetery.

Other city facilities include the Feiro Marine Life Center, located in City Pier Park, and a traditional native long house, the Loomis Building and several other log structures at Lincoln Park. The Port Angeles Fine Arts Center is located in Webster Woods Park. Two public walkways



connecting the downtown area with the residential area at the top of the bluff are owned and maintained by the City. One of those walkways terminates at the Conard Dyar Memorial Fountain in downtown. The City operates a boat launch ramp and floats for boat moorage on the eastern end of Ediz Hook. The City pier also provides moorage for transient boaters.

The City maintains the Olympic Discovery/Waterfront Trail from Morse Creek to the Coast Guard Base entry on Ediz Hook and through the city to the western city limits at Lower Elwha Road.

Water Utility

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

The current water supply for the City is from the Elwha River. The Elwha River Ranney Well System with a minimum yield of 11 million gallons was originally constructed in 1977 with major renovations made during the Elwha Dam removal project started in 2010. This source provides for domestic and commercial and some industrial needs of the City. There is also a separate industrial water supply line serving the McKinley Paper Co. Mill.

Stormwater Management

The City maintains all public storm sewers, culverts, and stormwater facilities, including the WSDOT conduits, culverts, and stormwater facilities along the US 101 corridor within the city limits. The City is currently making a major shift in its approach to stormwater management, moving away from the more traditional system of hard surfaces draining to catch basins and being piped to the nearest water body to a more natural acting system of allowing stormwater to be absorbed into the earth through the installation of rain gardens and enhancing vegetative cover, including vegetated roof systems.

Wastewater Utility

The City's wastewater system includes a wastewater treatment plant (WWTP) built in 1968-69 as a primary treatment facility, and upgraded to a secondary wastewater treatment plant built in 1994. The plant is the trickling filter/solids contact treatment system. Biosolids are hauled to the City's composting facility where it is composted and sold for beneficial reuse. The sewer conveyance system includes 119 miles



of sanitary and combined sewer pipe ranging from 4 to 36 inches in diameter, 17 pump stations, and two marine out-falls. The treatment plant was modified most recently in 2014, when the first phase of the CSO Reduction program was completed. Modifications included a 4.9 million gallon storage tank for temporary storage of peak flows of sewage diluted by stormwater (combined sewage) during rain events, a refurbished deep water marine outfall providing improved dispersion of WWTP effluent, improvements to the trickling filters and headworks, and associated elements. The wastewater treatment plant (WWTP) located at the west end of Ennis Creek road, has a treatment capacity expected to be adequate beyond 2021. The wastewater treatment plant (WWTP) is rated at 10.8 million gallons per day (MGD) maximum month design flow, and can handle peak combined sewer flows of up to 20 MGD. The WWTP treated an average of 2.5 MGD of domestic sewage in 2014. Peak system flow capacities average 3.3 MGD (dry weather) with a maximum peak flow of 13.4 MGD. The peak system flow for 2014 was 9.86 MGD.

The second and final phase of the CSO Reduction program is under construction, and scheduled for completion in 2016. When complete, combined sewer overflows to Port Angeles harbor will be reduced to less than once per year per outfall location. By design, overflows will occur at the 8000 foot long refurbished marine outfall before they occur at the two near-shore outfalls. One outfall location will be eliminated entirely. This represents a significant reduction, from an average of over 70 overflow events per year, and is a big pollution control achievement for the City.

The Utility serves unincorporated areas of Clallam County (the Eastern and Western Urban Growth areas, and the Lower Elwha reservation land) and treats 2 million gallons annually of septage generated in Clallam and Jefferson County that is trucked to the WWTP. The WWTP treats about 0.5 million gallons of leachate generated by the COPA landfill and the Rayonier Mount Pleasant landfill annually.

The sewer system serves approximately 3,700 acres in Port Angeles. The city has mostly 8-inch local sanitary sewers and even some small 6-inch. However, the city's original collection system was designed as a combined sewer system with storm water. There were no storm sewers in the city until the 1950s. The existing storm sewer system grew in bits and pieces as individual renovation projects and Local Improvement Districts (LID) responded to local problems. The storm sewers are 6" and 8" diameter due to the steep terrain of the city. The existing storm sewers run primarily in the north/south "short block" orientation picking up catch basins, which happen to be at the east/west "long block" intersections. In summary, the old downtown has combined sewers and the rest of the city has varying degrees of partially separated sewers.



The Wastewater Utility employs a Source Control Specialist as part of the Pretreatment program, to better control what comes to the WWTP and to provide education and technical assistance to business owners. Several sources of grease and oils have been identified and remedied to relieve sewer backups.

The Wastewater Utility staff operates, inspects, maintains and repairs the sewer conveyance system, the pump stations, and the WWTP. The Utility funds an organized program of Capital Improvement projects that is approved by City Council each year and includes a six-year plan for future projects.

Solid Waste Utility

The Solid Waste Utility operated by the Port Angeles Public Works and Utilities Department provides solid waste services. Residential customer's waste is picked up weekly or biweekly and collection is mandatory. Commercial customers are picked up 6 days a week. Curbside yard waste and recycling is offered and provided by a private contractor. Current participation in the curbside recycling program is 80% per cent of the residential customers. Curbside participation in the yard waste program is around 50% per cent of the residential customers.

The City of Port Angeles owns and operates the Port Angeles transfer station. The Port Angeles Regional Transfer Station began operation in 2007 after conversion from a landfill. The landfill conversion was mandated by the Federal Aviation Administration because of the potential for scavenger birds at the landfill interfering with air traffic from the adjacent airport. This site accepts municipal solid waste from residential, commercial, and industrial customers throughout Clallam County. The Port Angeles Regional Transfer Station does not accept out-of-county waste. Recycling drop boxes are provided and accept glass, aluminum, and paper. Used oil, antifreeze, and batteries are also accepted at the site. Municipal solid waste is transported to regional landfills in Eastern Washington or Oregon.

A second issue related to the landfill has been the release of buried refuse onto the beach as normal bluff erosion continued. Two major projects have been undertaken by the City to relocate waste materials and stabilize the bluff erosion to resolve the problem.

A composting facility for managing green yard waste received from the public, curbside yard waste pick-up and biosolids from the wastewater treatment plant at the facility. Yard waste and biosolids are processed then tested and becomes finished compost available for sale to the public.



Electric Utility

The Light Division of the City of Port Angeles Public Works and Utilities Department is the electric power provider within the city limits. Clallam County PUD is the electric power provider for the unincorporated areas surrounding Port Angeles. The Bonneville Power Administration (BPA) via its transmission lines delivers the power used by both the City of Port Angeles and Clallam County PUD. The PUD has one substation within the Eastern UGA at Monroe Street, and another in the Western UGA near Benson Road and Highway 101. There are 7 electrical substations owned by the City of Port Angeles within the City limits.

Schools

The Port Angeles School District Number 121 serves the City of Port Angeles and its surrounding community. The District operates five elementary schools, one middle school (grades 7-8), one high school, one alternative high school, and is host to the North Olympic Peninsula Skills Center. Within the City of Port Angeles there are three elementary schools; Franklin Elementary, Hamilton Elementary, and Jefferson Elementary. Dry Creek Elementary School is located west of the city limits and Roosevelt Elementary is located east of the City limits. Stevens Middle School, Port Angeles High School and Lincoln High School provide for secondary education. The Skills Center, working closely with Peninsula College and five neighboring school districts - Cape Flattery, Crescent, Quileute, Port Angeles and Sequim School Districts - provides the latest vocational/technical education in a competency-based learning environment.

Peninsula College, with its main campus located in the foothills of the Olympic Mountains and overlooking the Strait of Juan de Fuca, provides a vital center for higher education and diverse cultural opportunities, enhancing and strengthening community bonds for the residents of the North Olympic Peninsula. College programs include traditional academic transfer offerings, professional-technical training, Basic Education for Adults and adult continuing education, on-line learning courses and a center for baccalaureate degrees, allowing students many educational options.

In addition to the many associate degree and certificate programs, Peninsula College offers a baccalaureate degree in Applied Management. The college also works with key university partners, providing numerous opportunities for residents to earn bachelor degrees locally. These partners include City University, Western Washington University, Goddard College and Evergreen State College.

Peninsula College is committed to providing college/community connections and has numerous partnerships and collaborations in the community with the City of Port Angeles, the Port of Port Angeles, the Port Angeles School District, the Economic Development Council, local



tribes, private businesses and others. The college offers classes, training and resources in support of workforce development and community enrichment.

The college currently serves over 5,000 students and employs 145 full-time faculty and staff and approximately 390 part-time faculty and staff.

Economic Development

Clallam County and the City of Port Angeles are rich in natural resources. The Olympic Peninsula has proved to be one of the country's most productive timber growing areas, while the Strait of Juan de Fuca has provided the area with a vast fishery. However, recent declines in these resource industries have had a major impact on the economy of both Clallam County and the City of Port Angeles. The Rayonier pulp mill closed in 1997 putting up to 200 people out of work, the K-Ply plywood mill was closed and demolished in 2011, and Green Creek lumber mill closed in 2014. Currently, McKinley Paper Company paper mill and Port Angeles Hardwoods lumber mill remain in operation within the City limits and Interfor Pacific lumber mill operates just west of the city.

The decline of salmon and the subsequent listing of Chinook salmon, summer chum, steelhead and bull trout as endangered species have reduced the commercial and sport fishing industries dramatically. These economic declines are being replaced to some extent by service industries that are driven by tourism and the popularity of the Olympic Peninsula as a retirement destination. The City has worked with local tribes, state and federal agencies and local citizen and non-governmental organizations to restore salmon habitats and runs throughout Clallam County.

Port Angeles is also striving to strengthen its marine trades and industries. Westport Shipyard continues to operate a yacht manufacturing facility in Port Angeles, producing high-end yachts for the world market. Armstrong Marine has moved into the city and produces a variety of aluminum boats and Platypus Marine continues to maintain and repair boats at its harbor location.

Major shipments of forest products to Asian markets have historically provided a strong market. The log export segment of the local economy has grown in recent years while value added wood products segment has declined. Old growth timber harvesting is 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 technology, 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, an international ferry providing service to Victoria Canada carrying approximately 400,000 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. Eco-tourism has grown with the removal of the two hydro-electric dams from the Elwha River. Port Angeles in recent years has established itself as a vibrant arts and performance center.

In general, the local economy appears to be relatively stable despite much uncertainty in the timber harvesting and log exports segment. 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 from past years.

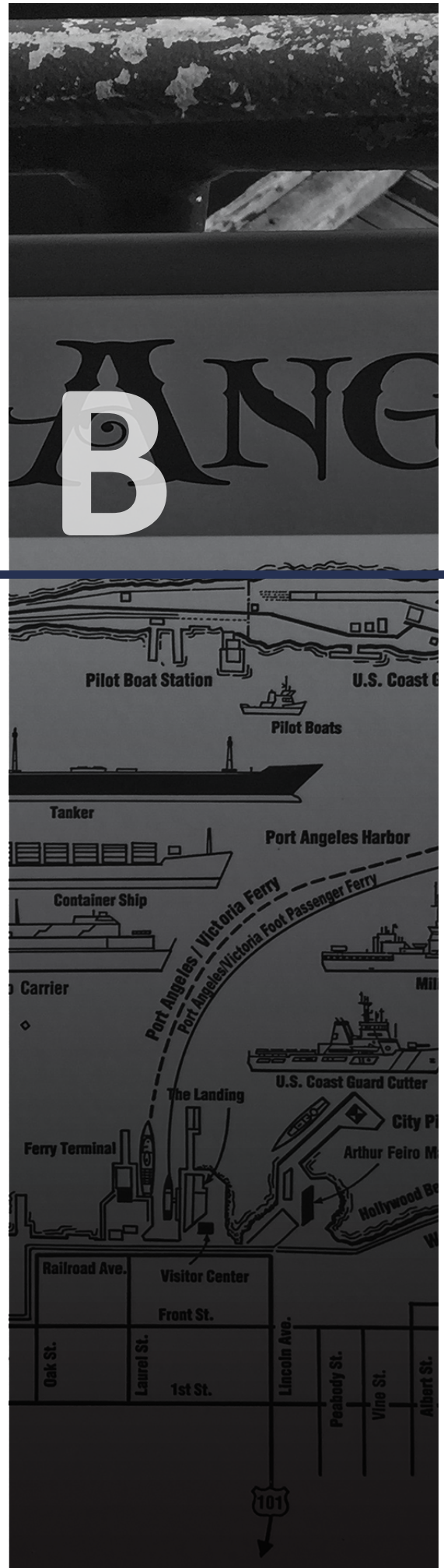


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Definitions

General Comments

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



A

Adequate Public Facilities

Facilities, which have the capacity to serve development without decreasing levels of service below locally, established minimums.

Affordable Housing

The adequacy of the community's housing stock to fulfill the housing needs of all economic segments of the population.

Accessory Residential Unit

A residential unit, which is subordinate in area, extent, or purpose to a principal residential unit and is located on the same zoning lot as the principal residential unit.

Available Public Facilities

That facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time.

B

Best Available Science

That scientific information prepared by local, state or federal natural resource agencies, a qualified scientific professional or team of qualified scientific professionals, that is consistent with criteria established in WAC 365-195-900 through WAC 365-195-925.

Best Management Practices

Methods or techniques found to be the most effective and practical means in achieving an objective (such as preventing or minimizing pollution) while making the optimum use of available resources.

Bio-retention BMP

Engineered facilities that store and treat stormwater by passing it through a specified soil profile, and either retain or detain the treated stormwater for flow attenuation. Refer to Chapter 7 of Volume V of the Department of Ecology's SWMMWW (2014) for Bio-retention BMP types and design specifications.

C

City

The City of Port Angeles, Washington.

Climatic Change

A change in global or regional climate patterns, especially a change due to an increase in the average atmospheric temperature. Climatic change may



be attributed largely to the increased levels of atmospheric carbon dioxide produced by the use of fossil fuels, but may also result from natural events such as volcanic eruption or earth quake.

Cluster Commercial Development

Retail or other commercial uses, usually arranged in a group of buildings, that create a node of uses with a cohesive design plan and shared access points on an arterial street. Cluster commercial development is characterized by a cohesive design plan that includes at least two of the following elements: (1) pedestrian connections, (2) shared parking concepts, (3) buildings arranged in groups to create a node of commercial uses without individual street access points rather than along the linear pattern of a strip commercial development, and (4) common building design features and signage.

Community Services

Cultural, social and recreational services necessary to enhance the quality of life, such as libraries, parks and recreation services, fine arts, and festivals.

Concurrency

That adequate public facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate public facilities" and of "available public facilities" as defined above.

Consistency

Requires that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

County

Clallam County, Washington.

D

District

A portion of a planning area, which is defined by the primary uses located in that portion of the planning area.

Development

Any activity which would alter the elevation of the land, remove or destroy plant life, cause structures of any kind to be installed, erected, or removed, divide land into two or more parcels, or any use or extension of the use of the land.

Development Rights

A broad range of less-than-fee-simple-ownership interests.

Domestic Water System

Any system providing a supply of potable water, which is deemed adequate pursuant to RCW 19.27.097 for the intended use of a development.



E

Essential Public Facilities

Public capital facilities of a county-wide or state-wide nature which are typically difficult to site. Essential public facilities include the following:

- *Airports*
- *Hazardous waste facilities*
- *State education facilities*
- *State or regional transportation facilities*
- *State and local correctional facilities*
- *Solid waste handling facilities*
- *In-patient facilities including*
- *Substance abuse facilities*
- *Mental health facilities*
- *Group homes*
- *Regional Transit Authority facilities.*

Emergency Services

Services, which are a City responsibility, and consists of provisions for police, fire, emergency medical and disaster services.

Environmentally Sensitive/Critical Areas

Environmentally Sensitive Areas means any of the following areas and their associated buffers:

- *Aquifer recharge areas*
- *Streams or Stream corridors*
- *Frequently flooded areas*
- *Geologically hazardous areas:*
- *Erosion hazard areas*
- *Landslide hazard areas*
- *Seismic hazard areas*
- *Habitat areas for priority species and species of concern*
- *Locally unique features*
- *Ravines*
- *Marine bluff*
- *Beaches and associated coastal drift processes*
- *Wetlands.*



F

Facility

Something designed, built, installed or utilized for the specific purpose of providing a service.

Financial Commitment

That sources of public or private funds or combinations thereof have been identified which will be sufficient to finance public facilities necessary to support development and that there is reasonable assurance that such funds will be timely put to that end.

G

Goal

Broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter. It is an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed. A goal is a general expression of community values and, therefore, is abstract in nature. Consequently, a goal is generally not quantifiable, time-dependent, or suggestive of specific actions for its achievement.

Growth Management Act

The Growth Management Act as enacted in Chapter 17, Laws of 1990 1st ex. sess., and chapter 32, Laws of 1991 sp. sess., State of Washington.

I

Impact Fees

Payments to the city for the acquisition and development of new infrastructure or facilities, i.e., parks, schools, transportation systems, etc., based on a per unit (impact) assessment.

Imprecise Margin

The area between land use designations is called an imprecise margin. The margin is used to provide flexibility in determining the boundary between various zones. When determining appropriate zoning designations for an area near a margin, the goals, policies and objectives of the Land Use Element should take precedence.

L

Level of Service (LOS)

An established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.



Low Impact Development (LID)

A stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning and distributed stormwater management practices that are integrated into a project design.

M

Manufactured Home

A factory built, single-family structures that meet the National Manufactured Home Construction and Safety Standards Act (42 U.S.C. Sec. 5401), commonly known as the HUD (U.S. Department of Housing and Urban Development) Code.

Manufactured homes placed in Port Angeles must also meet the following requirements:

- 1) Consists of two or more fully enclosed parallel sections each of not less than 12 feet wide by 36 feet long
- 2) Bears an insignia issued by the appropriate federal agency indicating compliance with the construction standards of the U.S. Department of Housing and Urban Development (HUD) as amended and as approved by the State of Washington
- 3) Is placed on an on-grade permanent foundation or on footings and piers or on blocks in accordance with HUD's specifications for the specific home with skirting installed so no more than one foot of the skirting is visible above grade
- 4) Has all travel appurtenances removed
- 5) Is served by underground electrical power
- 6) Was originally constructed with and now has a composition or wood shake or shingle, coated metal, or similar roof of not less than 3:12 pitch.

Medical Services

Licensed professional medical services and retail services directly related to medical services, such as hospitals, physicians' clinics, and pharmacies.

Mixed-use

A type of urban development that blends residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections.



N

Neighborhood

An area located within a district or planning area where people live, and is defined by the primary type and/or density of the residential units located in that particular area of the district.

O

Objective

Budgetable steps envisioned or undertaken to effectuate plan policy. Objectives may include the development of more detailed and localized plans, work to implement policies, formal agreements, regulations or other strategies necessary to realize community goals.

P

Permeable Pavement

Pervious concrete, porous asphalt, permeable pavers or other forms of pervious paving material intended to allow passage of water through the pavement section. It often includes an aggregate base that provides structural support and acts as a stormwater reservoir.

Planning Area

A large geographical area of the City which is defined by physical characteristics and boundaries.

Policy

A topic-specific statement providing guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. A policy is an extension of a plan's goals, reflecting topical nuance as well as an assessment of conditions.

Public Capital Facilities

Existing, new or expanded physical facilities, which are owned, licensed or sanctioned by a public entity, are large in size and serve a county-wide or statewide population. Public capital facilities of a county-wide or state-wide nature may include but are not limited to the following:

- *Airports*
- *State educational facilities*
- *State and federal transportation facilities*
- *Regional transportation facilities*
- *State correctional facilities*
- *Local correctional facilities*
- *Solid waste handling, disposal and storage facilities*
- *In-patient facilities including:*



- *Abuse facilities*
- *Mental health facilities*
- *Group homes*
- *National, state and regional parks and recreational facilities*
- *Marine terminals*
- *Libraries*
- *Fairgrounds*
- *Hospitals*
- *County courthouse.*

Public Services

Includes fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Public Facilities

Includes streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

R

Rain garden

A non-engineered shallow, landscaped depression, with compost-amended native soils and adapted plants. The depression is designed to pond and temporarily store stormwater runoff from adjacent areas, and to allow stormwater to pass through the amended soil profile.

Regional Transportation Plan

The transportation plan for the regional designated transportation system, which is produced by the regional transportation planning organization.

Regional Transportation Planning Organization

The voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties, which have common transportation interests.

Regulatory Reform Act

Engrossed Substitute House Bill, ESHB 1724 was enacted in 1995 to establish new approaches to make government regulation more effective, and to make it easier and less costly for citizens and businesses to understand and comply with requirements. ESHB 1724 amended a number of laws, including the Growth Management Act (GMA), Shoreline Management Act (SMA), and State Environmental Policy Act (SEPA). Commonly referred to as the Regulatory Reform Act, ESHB 1724 amended the Growth Management Act and State Environmental Policy Act to more thoroughly integrate the SEPA process into the planning process. Appeals of SEPA determinations or permits must also be



consolidated so that only one public hearing is held. ESHB 1724 is codified by the City of Port Angeles in Chapter 18.02 PAMC.

Residential Care Services

The providing of residential care on a daily or live-in basis including special needs housing such as group homes, adult-care homes and day-care facilities.

S

Sanitary Sewer Systems

All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Scattered Site Housing

Smaller scale, publicly assisted housing, new construction and conversion which is dispersed throughout the community as opposed to high density, public housing "projects" concentrated on one large site or in one area of the City.

School District

The Port Angeles School District No. 121.

Service

The supplying or providing of utilities, commodities, accommodations and/or activities.

Shall

Means the statement is mandatory, and the action so stated is required to be done without discretion by decision-makers. The use of "shall" in a statement indicates that the action is imperative and ministerial.

Should

Means the statement ought to be done, but the action so stated is not required to be done by decision-makers. The use of "should" in a statement indicates that discretion may be used in deciding whether or not to take action. The use of "should" is intended to give decision-makers discretion in matters where exceptions are warranted by such factors as physical hardships and special circumstances or when funding must be taken into consideration.

Solid Waste Handling Facility

Any facility for the transfer or ultimate disposal of solid waste, including landfills, waste transfer stations and municipal incinerators.

Social Services

Those services necessary to support life and health, such as food banks, hospices, home health, congregate care, and day care services.



Strip Commercial Development

Retail or other commercial uses, usually one-story high and one-store deep, that front on an arterial street with individual access points. Strip commercial development differs from central business districts, shopping centers, or other cluster commercial developments in at least two of the following characteristics:

- 1) There are no provisions for pedestrian access between individual uses
- 2) The uses are only one-store deep
- 3) The buildings are arranged linearly with individual street access points rather than clustered, and
- 4) There is no design integration among the buildings.

T

Transfer of Development Rights

The conveyance of development rights by deed, easement, or other legal instrument to another parcel of land and the recording of that conveyance.

Transportation Facilities

Facilities related to air, water, or land transportation.

Transportation Systems Management

The use of low capital expenditures to increase the capacity of the transportation system. TSM strategies include but are not limited to signalization, channelization, and bus turnouts.

U

Urban Growth

Refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of the land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Area

Those areas designated by the County to accept future urban population densities with the intent of future annexation into the city pursuant to RCW 36.70A

Urban Services

Services that are normally available in an urban environment which include provisions for sanitary waste systems, solid waste disposal systems, water



systems, urban roads and pedestrian facilities, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and parks.

Utilities

Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water, and for the disposal of sewage.

W

Will

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

Work/live space

A living arrangement where the residential use and living area is subordinate in size to the work space.



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GMA Requirements

C

Introduction

The following pages list the minimum requirements for the various elements as listed in the State of Washington Revised Code of Washington (RCW) and Washington Administrative Code (WAC). Included with the requirements for each mandated element is a table, which shows how this comprehensive plan meets these requirements.



Requirements for the Land Use Element

This element shall contain at least the following features:

- a) A future land use map showing city limits and urban growth area (UGA) boundaries. [RCW 36.70A.070(1), RCW 36.70A.110(6) and WAC 365-196-400(2), WAC 365-196-405(2)(i)(ii)]
- b) Consideration of urban planning approaches that increase physical activity. [RCW 36.70A.070(1), WAC 365-196-405(2)(f)]
- c) A consistent population projection throughout the plan which should be consistent with the Office of Financial Management forecast for the county or the county's sub-county allocation of that forecast. [RCW 43.62.035; WAC 365-196-405(2)(i)]
- d) Estimates of population densities and building intensities based on future land uses, [RCW 36.70A.070(1); WAC 365-196-405(2)(i)]
- e) Provisions for protection of the quality and quantity of groundwater used for public water supplies [RCW 36.70A.070(1)]
- f) Identification of lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities,

Table C.01 - GMA Requirements for the Land Use Element

Legislative Requirement	How requirements are addressed
1a	Land Use Element text
1a	Land Use Map, GIS database
1b	Community profile text
1b	Appendix A, EIS and addenda
1b	Land Use Element text
1b	Land Use Map, GIS database
1c & d	Community profile text
1e	Conservation Element: goals, policies and objectives
1d	Appendix A, EIS and addenda
1j	Conservation Element: goals, policies and objectives
1i	Shoreline Master Program
1j	Appendix E: Stormwater Management Plan
1k	PAMC 15.20: Environmentally Sensitive Areas Protection Ordinance
1k	Conservation Element: goals



recreation, schools, and other public uses. [RCW 36.70A.150; WAC 365-196-340]

- g) Identification of open space corridors within and between urban growth areas, including land useful for recreation, wildlife habitat, trails, and connections of critical areas. [RCW 36.70A.160, WAC 365-196-335]
- h) Policies, land use designation (and zoning) to discourage the siting of incompatible uses adjacent to general aviation airports. [RCW 36.70A.510, RCW 36.70A.547; WAC 365-196-475]
- i) Policies, land use designation, and consistent zoning to discourage the siting of incompatible uses adjacent to military bases. [RCW 36.70A.530(3); WAC 365-196-475]
- j) A review of drainage, flooding, and stormwater run-off in the area and nearby jurisdictions, and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute water of the state. [RCW 36.70A.70(1), WAC 365-196-405(2)(c)]
- k) Policies to designate and protect critical areas including wetlands, fish and wildlife habitat protection areas, frequently flooded areas, critical aquifer recharge areas and geologically hazardous areas. [RCW 36.70A.030(5), RCW 36.70A.172; WAC 365-195-900 through 925, WAC 365-190-080]

Requirements for the Housing Element

This element shall contain at least the following features:

- a) Goals, policies, and objectives for the preservation, improvement, and development of housing. [RCW 36.70A.070(2)(b); WAC 365-196-410(2)(a)]
- b) An inventory and analysis of existing and projected housing needs. (RCW 36.70A.070(2)(a); WAC 365-196-410 (2)(b) &(c)]
- c) Identification of sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities [RCW 36.70A.070(2)(c)]
- d) Adequate provisions for existing and projected housing needs of all economic segments of the community. [RCW 36.70A.070(2)(d); WAC 365-196-410]
- e) Identification of land use designation within a geographic area where increased residential development will assist in



Table C.02 - GMA Requirements for the Housing Element

Legislative Requirement	How requirements are addressed
2a	Community profile text
2a	Appendix A, EIS and addenda
2a	Appendix C, <i>Measuring Housing Need: A Data Toolkit for Clallam County</i>
2a	Housing Element: goals, policies, and objectives
2b	Community profile text
2c	Community profile text
2c	Land Use Map, GIS database
2c	Appendix A; EIS and addenda
2d	Housing Element: goals, policies and objectives
2d	Land Use Map, GIS database
2e	Land Use Map, GIS database
2f	Land Use Element, Policy C6

achieving local growth management and housing policies. [RCW 36.70A.540; WAC 365-196-870]

- f) Policies so that manufactured housing is not regulated differently than site built housing. [RCW 35.21.684, 35.63.160, 35A.21.312 & 36.01.225]

Requirements for the Capital Facilities Element

This element shall contain at least the following features:

- a) Policies or procedures to ensure capital budget decisions are in conformity with the Comprehensive Plan. [RCW 36.70A.120]
- b) An inventory of existing capital facilities owned by public entities showing the locations and capacities of the capital facilities. [RCW 36.70A.070(3)(a); WAC 365-196-415(2)(a)]
- c) A forecast of the future needs for such capital facilities. [RCW 36.70A.070(3)(b); WAC 365-196-415(b)]
- d) The proposed locations and capacities of expanded or new capital facilities. [RCW 36.70A.070(3)(c); WAC 365-196-415(3)(C)]
- e) At least a six-year plan identifying sources of public money to finance planned capital facilities. [RCW 36.70A.070(3)(d) & 36.70A.120; WAC 365-196-415]
- f) A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Element,



Table C.03 - GMA Requirements for the Capital Facilities Element

Legislative Requirement	How requirements are addressed
3a	Capital Facilities Element: goals and policies
3b	Community Profile
3b	Appendices: E - Stormwater Management Plan; F - Comprehensive Water System Plan 2010; G - Transportation Services and Facilities Plan; H - Facility Plan for Port Angeles Secondary Level Wastewater treatment Facilities
3b	GIS database
3c	Appendix A; EIS and addenda
3d	Appendix A; EIS and addenda
3e	Capital Facilities Plan
3f	Capital Facilities Element: goals and policies

and financing plan within the Capital Facilities Element are coordinated and consistent. [RCW 36.70A.070(3)(e); WAC 365-196-415]

Requirements for the Utilities & Public Services Element

This element shall contain at least the following features:

- a) The general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines. [RCW 36.70A.070(4); WAC 365-196-420]

Requirements for the Transportation Element

This element shall contain at least the following features:

- a) An inventory of air, water, and land transportation facilities and services, including transit alignments, state owned transportation facilities, and general aviation airports, to define existing capital facilities and travel levels as a basis for future planning.

Table C.04 - GMA Requirements for the Utilities and Public Services Element

Legislative Requirement	How requirements are addressed
4a	Capital Facilities Element: Goals, policies and objectives
4a	Appendices: E - Stormwater Management Plan; F - Comprehensive Water System Plan; G - Transportation Services and Facilities Plan; H - Facility Plan for Port Angeles Secondary Level Wastewater Treatment Facilities; I. Capital Facilities Plan.
4a	GIS database



Table C.05 - GMA Requirements for the Transportation Element

Legislative Requirement	How requirements are addressed
5a	Appendix A, EIS and addenda
5a	Appendix G: Transportation Services and Facilities Plan
5a	GIS database
5b	Capital Facilities Element: Goals, policies and objectives
5b	Transportation Element: Goals, policies and objectives
5b	Appendix A; EIS and addenda
5b	Appendices: E - Stormwater Management Plan; F - Comprehensive Water System Plan; G - Transportation Services and Facilities Plan; H - Facilities Plan for Port Angeles Secondary Level Wastewater Treatment Facilities, I - Capital Facilities Plan
5c	Capital Facilities Element: Goals, policies and objectives
5c	Appendices: E - Stormwater Management Plan; F - Comprehensive Water System Plan; G - Transportation Services and Facilities Plan, H - Facilities Plan for Port Angeles Secondary Level Wastewater Treatment Facilities; I - Capital Facilities Plan
5d	Transportation Element: Goals, policies and objectives
5e	Transportation Element: Goals, policies and objectives

- b) Adopted levels of service (LOS) standards for all arterial streets, transit routes and highways to serve as a gauge to judge performance of the system. These standards should be regionally coordinated. [RCW 36.70A.070(6)(a)(iii)(B); WAC 365-196-430]
- c) Identification of specific actions to bring locally-owned transportation and services to established Levels of Service (LOS). [RCW 36.70A.070(6)(iii)(D); WAC 365-196-430]
- d) A forecast of traffic for at least ten years including land use assumptions used in estimating travel. [RCW 36.70A.070(6)(a)(i), 36.70A.070(6)(a)(iii)(E); WAC 365-196-430(2)(f)]
- e) A projection of state and local system needs to meet current and future demands. [RCW 36.70A.070(6)(a)(iii)(F); WAC 365-196-430(2)(F)]
- f) A pedestrian and bicycle component. [RCW 36.70A.070(6)(a)(vii); WAC 365-196-430(2)(k)(iv)]
- g) A description of any existing and planned Transportation Demand Management (TMD) strategies, such as High-Occupancy Vehicle (HOV) lanes or subsidy programs, parking policies, etc. [RCW 36.70A.070(6)(a)(vi); WAC 365-196-430(2)(k)(iv)]
- h) An analysis of future funding capability to judge needs against probable funding resources. [RCW 36.70A.070(6)(a)(iv)(A); WAC 365-196-430(2)(k)(iv)]



Table C.06 - GMA Requirements for Siting Public Facilities

Legislative Requirement	How requirements are addressed
6a	Definitions
6b	Capital Facilities Element: Goals, policies and objectives

- i) A multi-year financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program. [RCW 35.77.010 & RCW 36.70A.070(6)(a)(iv)(B); WAC 365-196-430(2)(k)(ii)]
- j) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that level of service standards will be met [RCW 36.70A.070(6)(iv)(C); WAC 365-196-430(2)(L)(ii)]
- k) A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. [RCW 36.70A.070(6)(a)(v); WAC 365-196-430(2)(a)(iv)]

Requirements for siting Public Facilities

The Comprehensive Plan shall be consistent with the following:

- a) A process or criteria for identifying essential public facilities. (EPF). [RCW 36.70A.200; WAC 365-196-550(d)]
- b) Policies or procedures that ensure the Comprehensive Plan does not preclude the siting of essential public facilities. [RCW 36.70A.200(5); WAC 365-196-550(3)]



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Transportation Analysis

Introduction

The following pages present a detailed analysis of Port Angeles' transportation system, evaluating system performance and likely impacts to it as a result of this comprehensive plan's adoption and implementation.





This memorandum summarizes an intersection and roadway segment level of service (LOS) assessment, supplemental to Port Angeles Comprehensive Plan Transportation Element, for state highways within the City of Port Angeles. This assessment includes a discussion data sources, traffic growth forecasts, existing and future year (2035) LOS, and how LOS deficiencies will be addressed by the Transportation Element.

DATA COLLECTION

Existing traffic data including weekday PM peak hour intersection counts and average daily traffic (ADT) along roadway segments was compiled from the following sources:

- Port Angeles Waterfront and Transportation Improvement Plan (2012)
- Lauridsen Boulevard Bridge Replacement Project (2014)
- Nippon Paper Industries USA Company Biomass Cogeneration Project EIS (2010)
- WSDOT Traffic Data GeoPortal (ADT counts current to 2015)

Additionally, a weekday PM peak hour intersection count at E 1st Street (US 101) / E Front Street / S Golf Course Road count was conducted in April 2017.

TRAFFIC GROWTH FORECAST

The Growth Management Act requires a city's Transportation Element to include traffic forecasts that are consistent with Land Use Element growth assumptions and describe conditions at least



10 years into the future. Previously, Fehr & Peers developed a citywide travel model for the Port Angeles Waterfront and Transportation Plan that includes existing and 2035 forecasting scenarios. For the 2035 scenario, it was assumed that existing land uses and regional trip-making would grow at a rate of 1.5% per year. These growth assumptions are in line with the Comprehensive Plan local population growth projections, which also estimate annual growth between 2010 and 2035 to occur at 1.5% per year (Pg. 30, Table 7). However, it should be noted that between 2010 and 2015, the City population grew from 19,038 to an estimated 19,448, a rate of 0.4% per year. Because growth has been somewhat lower than projected, the traffic growth forecasts developed from the citywide travel model may be considered conservative.

INTERSECTION LEVEL OF SERVICE ANALYSIS

The following intersections were analyzed for PM peak hour under existing and forecasted 2035 conditions:

1. US 101 / SR 117
2. US 101 (E Lauridsen Boulevard) / S Lincoln Street
3. US 101 (S Lincoln Street) / E 8th Street
4. US 101 (N Lincoln Street) / E 1st Street
5. US 101 (N Lincoln Street) / E Front
6. US 101 (E 1st Street) / S Race Street
7. US 101 (E Front Street) / S Race Street
8. US 101 (E 1st Street & E Front Street) / Golf Course Road
9. SR 117 / Marine Drive

Level of service (LOS) and average intersection delay was calculated for each intersection by the methods described in the following sections.

Signalized Intersection Methodology. Traffic operations at signalized intersections are evaluated using the LOS method described in Chapter 16 of the Highway Capacity Manual (HCM). A signalized intersection's LOS is based on the weighted average control delay measured in seconds per vehicle and includes initial deceleration delay, queue move-up time, stopped delay, and final



acceleration. **Table 1** summarizes the relationship between the control delay and LOS for signalized intersections.

Unsignalized Intersection Methodology. Traffic conditions at unsignalized intersections are evaluated using the method from Chapter 17 of the HCM. With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each movement that must yield the right-of-way. For all-way stop-controlled intersections, the average control delay is calculated for the intersection as a whole. At two-way or side street-controlled intersections, the control delay (and LOS) is calculated for each controlled movement, the left turn movement from the major street, and the entire intersection. **Table 1** summarizes the relationship between delay and LOS for unsignalized intersections.

TABLE 1: INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Description	Average Control Delay (seconds per vehicle)	
		Signalized Intersection	Unsignalized Intersection
A	Little or no delays	< 10.0	< 10.0
B	Short traffic delays	> 10.0 to 20.0	> 10.0 to 15.0
C	Average traffic delays	> 20.0 to 35.0	> 15.0 to 25.0
D	Long traffic delays	> 35.0 to 55.0	> 25.0 to 35.0
E	Very long traffic delays	> 55.0 to 80.0	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 80.0	> 50.0

Source: *Highway Capacity Manual 5th Edition (Transportation Research Board, 2010)*

LOS Standards. The Capital Facilities Element of the Port Angeles Comprehensive Plan states that “all arterial streets shall function at an average daily Level of Service (LOS) of D or better.” In addition, it notes that Highways of Statewide Significance (US 101) should function at LOS D or better, per the WSDOT and the Peninsula Regional Transportation Planning Organization.

LOS Results. Traffic operations were analyzed using the Synchro 9 software package. Synchro calculations are based on procedures outlined in the HCM and described in the preceding sections for signalized and unsignalized intersections. **Table 2** shows the LOS results for the



existing and forecasted 2035 weekday PM peak hour. Under existing conditions, all intersections operate at LOS C or better. Under the 2035 forecast conditions, several intersections along the US 101 corridor would degrade to LOS D operations, but none would exceed the LOS D threshold established by WSDOT and the Peninsula Regional Transportation Planning Organization.

TABLE 2: INTERSECTION OPERATIONS SUMMARY – PM PEAK HOUR

#	Intersection	Control	Existing Conditions		2035 Forecast	
			Delay ³	LOS ³	Delay ³	LOS ³
1	US 101 / SR 117	SSSC ¹	19	C	24	C
2	US 101 (E Lauridsen Boulevard) / S Lincoln Street	Signal	11	B	14	B
3	US 101 (S Lincoln Street) / E 8th Street	Signal	34	C	44	D
4	US 101 (N Lincoln Street) / E 1st Street	Signal	25	C	36	D
5	US 101 (N Lincoln Street) / E Front	Signal	28	C	45	D
6	US 101 (E 1st Street) / S Race Street	Signal	21	C	47	D
7	US 101 (E Front Street) / S Race Street	Signal	10	A	11	B
8	US 101 (E 1st Street & E Front Street) / S Golf Course Road	Signal	11	B	17	B
9	SR 117 / Marine Drive	Signal	16	B	27	C

Notes:

1. Signal = signalized intersection
2. SSSC = side-street stop-controlled intersection
3. Traffic operations results include LOS (level of service) and delay (seconds per vehicle). LOS is based on delay thresholds published in the *Highway Capacity Manual 5th Edition* (Transportation Research Board, 2010).

Source: Fehr & Peers, May 2017.

ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS

The following roadway segments were analyzed for PM peak hour under existing and forecasted 2035 conditions:

1. SR 117 from Marine Drive to US 101
2. US 101 from Cameron Road (West City Limits) to SR 117



3. US 101 from SR 117 to E Lauridsen Boulevard / S Lincoln Street
4. US 101 from S E Lauridsen Boulevard / S Lincoln Street to E 1st Street / E Front Street
5. US 101 (E Front Street) from S Lincoln Street to S Golf Course Road
6. US 101 (E 1st Street) from S Lincoln Street to S Golf Course Road
7. US 101 from S Golf Course Road to N Baker Street (East City Limits)

Level of service (LOS) was calculated for each intersection by the methods described in the following sections.

Roadway Segment LOS Methodology. Roadway segment LOS can be measured by comparing bi-directional traffic volume to Maximum Service Volume (MSV). For this analysis, each study segment is assigned a maximum PM peak hour service volume, or capacity. If the actual two-way PM peak hour volume on the segment exceeds the MSV, then the segment does not meet the LOS standard. WSDOT does not maintain a protocol for selecting MSVs for state routes, so a set of tables developed by the Florida Department of Transportation (FDOT) based on the *Highway Capacity Manual 5th Edition* (Transportation Research Board, 2010) was used to assign MSVs to the roadway segments and determine grade A – F LOS thresholds. These FDOT tables can be found in Appendix A. The MSV threshold is determined by factors such as area type (urban or rural context), number of lanes, presence of median, speed, and presence of turn lanes.

LOS Standards. The Capital Facilities Element of the Port Angeles Comprehensive Plan states that “all arterial streets shall function at an average daily Level of Service (LOS) of D or better.” In addition, it notes that Highways of Statewide Significance (US 101) should function at LOS D or better, per the WSDOT and the Peninsula Regional Transportation Planning Organization.

LOS Results. The calculation of roadway segment MSV thresholds and LOS grades is summarized in **Table 3**. Under existing conditions, all roadway segments operate at LOS D or better. Under the 2035 forecast conditions, one roadway segment (US 101 from S Golf Course Road to N Baker Street) would operate at LOS F, exceeding the LOS D threshold established by WSDOT and the Peninsula Regional Transportation Planning Organization. As discussed in the following section, the Port Angeles Transportation Element and Capital Facilities Element contain several policies and objectives that would address congestion and capacity on this corridor. All other roadway segments would operate at LOS D or better under 2035 conditions.



TABLE 3: ROADWAY SEGMENT OPERATIONS SUMMARY – PM PEAK HOUR

#	Roadway Segment	Existing Conditions			2035 Forecast		
		Bi-directional Volume	MSV ¹	LOS	Bi-directional Volume	MSV ¹	LOS
1	SR 117 from Marine Drive to US 101	610	2,170	B	780	2,170	C
2	US 101 from Cameron Road (West City Limits) to SR 117	1,200	2,170	C	1,470	2,170	C
3	US 101 from SR 117 to E Lauridsen Boulevard / S Lincoln Street	980	1,330	D	1,280	1,330	D
4	US 101 from S E Lauridsen Boulevard / S Lincoln Street to E 1st Street / E Front Street	840	1,330	D	990	1,330	D
5	US 101 (E Front Street) from S Lincoln Street to S Golf Course Road	1,500	1,927	D	1,730	1,927	D
6	US 101 (E 1st Street) from S Lincoln Street to S Golf Course Road	1,600	1,927	D	1,840	1,927	D
7	US 101 from S Golf Course Road to N Baker Street (East City Limits)	3,100	3,580	C	3,970	3,580	F

Notes:

1. MSV = maximum service volume, as determined by Florida Department of Transportation generalized service volume tables (Appendix A)

Source: Fehr & Peers, May 2017.

MITIGATION MEASURES

As discussed in the previous section, the roadway segment of US 101 from S Golf Course Road to N Baker Street would operate at LOS F, exceeding the established LOS D threshold. The Port



Angeles Transportation Element and Capital Facilities Element contain several policies and objectives that would address this deficiency through planning and inter-agency coordination:

- **Transportation Element, Goal B, Policy 3** – *The City should facilitate an additional route for local cross-town traffic across White’s Creek ultimately connecting with US 101.*
- **Transportation Element, Goal B, Policy 19** – *The City should work with other jurisdictions to identify and protect a right-of-way for a second street accessing the City from the East.*
- **Transportation Element, Goal B, Objective 5** – *The City will prepare a study to evaluate options for easterly access across Whites and Ennis Creeks in the vicinity of Golf Course Road.*
- **Transportation Element, Goal B, Objective 19** – *The City will coordinate with the County, RTPO, and State and Federal agencies in the study of a possible future US 101 corridor including the Heart of the Hills Parkway and Coastal Corridor concepts. East of Race Street, the alternate local cross-town route (along Lauridsen Boulevard) will not be considered as a future US 101 corridor.*
- **Capital Facilities Element, Goal A, Policy 7** – *The comprehensive service and facilities plan for streets, bikeways, and pedestrian walkways should include a future US 101 corridor to meet long-term local and regional transportation needs.*



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