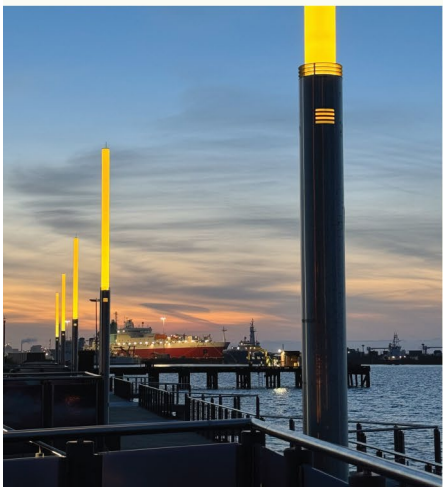


FIRST DRAFT FOR
PUBLIC REVIEW
May 30, 2025

City of Port Angeles
2025 Comprehensive Plan
VOLUME I



PORT ANGELES
WASHINGTON, U.S.

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NOTES TO READERS

- This is a first draft for the purpose of collecting input on the plan’s content, goals and policies, maps, and other features. The document will go through additional draft iterations before adoption by December 2025.
- The current Comprehensive Plan can be found online here (PDF file): <https://www.cityofpa.us/DocumentCenter/View/13310/2023-Amended-Comprehensive-Plan->
- Goal and policy renumbering will occur during the final adoption process, but existing policy numbers are kept in place for now for easy reference
- Items highlighted in yellow indicate where additional work remains or cross-references to other sections are needed

i Notes in yellow text boxes provide clarification on proposed changes, links to resources, or other information that is helpful for review. These notes will be deleted for the final plan.

Plan at a Glance

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Implementation Element

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Vision and Plan Introduction

Vision Statement

In 2045, Port Angeles is a thriving community that encompasses and entwines its natural landscapes, adopts sensible approaches to climate resiliency, and reverence for tribal heritage while acknowledging its broader history, including its forestry practices and maritime traditions. The City carefully balances progress and tradition, fostering a resilient economy, diverse housing options, and well-constructed and maintained infrastructure that serves local needs. Port Angeles remains rooted in its strong sense of community, ensuring public safety, enhancing quality of life, and promoting overall well-being, while creating a welcoming environment for visitors.

The vision statement was crafted in collaboration between City Council, City staff, a Stakeholder Advisory Committee, and community members.

The Comprehensive Plan

This Comprehensive Plan guides the future growth, character, and development of the City of Port Angeles for the 2025-2045 planning period. The purpose of a comprehensive plan is to bring together everything that a community needs to chart its course for the future.

The Comprehensive Plan addresses the entire community and all its values, activities, and functions and contains information about the community's preferences related to physical growth and preservation. It records important facts and context about contemporary and future challenges, and it provides tools and action steps to achieve the plan's goals.

This 2024-2045 Comprehensive Plan fulfills the periodic review requirements of the Washington State Growth Management Act and replaces the 2016 Port Angeles Comprehensive Plan. This plan only applies within the municipal boundaries of the City of Port Angeles. Clallam County has planning authority over all of the unincorporated areas outside of Port Angeles, within the County.

Introduction to Port Angeles

Geography

Poised at the northern edge of the Olympic Peninsula, the City of Port Angeles serves as a major cultural and economic hub in the area. The city's 10.7 square miles or 6,856 acres are framed by the Strait of Juan de Fuca to the north and the Olympic Mountains to the south, giving the community a unique natural setting.

Brief City History

TO BE COMPLETED

Engagement Activities

A wide range of community engagement activities were successfully conducted during the planning and visioning process. Key activities were:

TO BE COMPLETED

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Washington State Planning Framework

This Comprehensive Plan meets the goals and requirements of the 1990 Growth Management Act (GMA), which provides the planning framework for counties, cities, and towns in the state. Clallam County and all the cities and towns within it are required to "fully plan" under the GMA. Full planning means adopting the required elements and regulating critical areas (sensitive environmental areas).

In addition to the elements required to be included by the GMA, Port Angeles has chosen to include the following elements, as well:

- Conservation
- Climate Resiliency & Hazard Mitigation
- Implementation

Implementation

As a policy document, the Port Angeles Comprehensive Plan provides a source of reference and guidance for future regulatory and administrative actions. The Plan itself, however, does not directly regulate property rights, land uses, or other activities. Implementation happens with the follow-through the development of goals and policies, budgeting and investments, and updates to the plan.

How This Plan Works

The goals and policies are the heart of the plan and provide direction for Port Angeles's future. A goal is a direction-setter. It is an ideal future end, condition or statement related to the public health, safety or general welfare towards which planning and implementation measures are directed. A goal is a general expression of community values and, therefore, is typically more abstract in nature.

A policy is a specific statement that guides decision-making. It indicates a clear commitment of the local legislative body. A policy is based upon a comprehensive plan's goals and the analysis of the data. A policy is put into effect through implementation measures such as the zoning code, staff hiring, or project funding commitments.

There are a number of tools used to implement the Comprehensive Plan. The main methods are through development regulations, such as zoning and critical areas ordinances, and through capital improvement plans, such as sewer, water, parks and transportation. These tools constantly weigh the City's financial ability to support development against its minimum population obligations and environmental protection. It is the

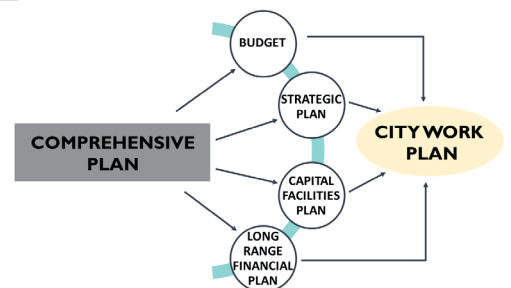


Diagram illustrating how the Comprehensive Plan works together with all of the city's other

Comprehensive Plan goals and policies that the development regulations and capital improvement plans are based upon.

Budgeting and Investing

Port Angeles's budgets and investments convert Comprehensive Plan policies into reality. The development of capital facilities, operation of public services, and the use of public funds and land should be consistent with the goals and policies of the Comprehensive Plan. Goals and policies are implemented most directly through the Capital Facilities Element and the associated Capital Improvements Plan and capital budget, which are updated annually to plan for modification and expansion of infrastructure like roads, utilities, and parks.

The operating budget also plays a role with regards to staff resources needed to support all elements. Many policies of this Comprehensive Plan support specific research or programs that require sufficient staff capacity, support for writing grant applications, or funding for outside professional services. For example, staffing resources to complete planned projects is limited, many projects include funding for technical assistance to complete projects in a timely manner and support growth as outlined in the Comprehensive Plan.

The City strives to ensure the public receives maximum possible benefit from the expenditure of public funds. This is achievable with a budget planning process that provides for public review and comment during the long-range budgeting process and balances priorities according to infrastructure needs, projected growth, community priorities, state and federal laws, and fiscal restraint. Budgeting should support the highest feasible levels of service to promote the security, health, safety, and general welfare of Port Angeles's residents, businesses, and visitors.

Comprehensive Plan Amendments

Amendments to the Comprehensive Plan are necessary from time to time to respond to changing conditions and needs of the community. The Growth Management Act requires that amendments to a Comprehensive Plan be considered no more frequently than once per year, except in certain special circumstances. Proposed amendments to the Comprehensive plan must be considered concurrently so that the cumulative effect of various proposals can be determined. Proposed amendments will be evaluated for intent and consistency with the Comprehensive Plan, and whether there has been a change in conditions or circumstances from initial adoption or new information is present which was not available at the time of the initial adoption. City staff and the Planning Commission reviews proposed amendments to the Plan, takes public input, and forwards recommendations to the City Council.

Comprehensive Plan Periodic Updates

Starting with the next cycle, the Growth Management Act requires that Comprehensive Plans be reviewed and updated as necessary, at least every ten years, outside of the optional annual review process (RCW 36.70A.130). This plan will undergo a major periodic update in 2035 and at least every ten years thereafter.

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Land Use Element

i The introduction section of the Land Use element is mostly new, and shown as plain text for ease of reading. The existing introduction text here is deleted and replaced by the new Future Land Use Designation table located under the goals and polices.

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Introduction

i The introduction section of the Land Use element is mostly new, and shown as plain text for ease of reading. Some content is adapted from the old version.

The Land Use Element is central to all other elements. It establishes policy regarding how land may be developed and used by people, and how land will meet the needs of Port Angeles’s residents and businesses for residential, commercial, industrial, recreation, civic, and open space activities. This element also describes development patterns that support Port Angeles’ vision for the future.

The Element includes policies that promote compatible pedestrian-oriented development, resource protection and sustainable design, economic vitality, and the development of inviting and distinctive public spaces.

Together, the goal and policy framework presented in this Element promote Port Angeles's long-range goals for: optimizing the city's relationship with its natural setting; promoting resource protection and sustainable design; supporting safe, attractive, and diverse neighborhoods and housing choices; a pedestrian-oriented and dynamic Downtown; supporting a wide range of recreational opportunities; and providing inviting and distinctive public spaces.

Growth Management Act (GMA)

The Growth Management Act (GMA) requires cities and towns to show how they will be able to accommodate 20 years of growth through sufficient buildable land that is zoned appropriately. In addition to the incorporated city limits, Port Angeles has several areas of unincorporated “urban growth areas” (UGA) that are in the jurisdiction of Clallam County. The City and County have long collaborated on UGA planning, starting in the 1990’s and including a 2005 interlocal agreement for phased annexation of the large Eastern UGA.

PORT ANGELES IS COMPOSED OF 17 NEIGHBORHOODS:

- Airport
- Cherry Hill
- Civic
- Crown
- Downtown
- Ediz Hook
- Georgiana
- Harbor View
- Jefferson
- Lauridsen
- Lincoln Park
- Mill Creek
- Mount Angeles
- Peabody Creek
- Pine Hill
- West End
- White’s Creek

Under the GMA – specifically RCW 36.70A.070(1) – the Land Use Element is required to:

- Designate the proposed distribution and general location of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces and green spaces, urban and community forests within the urban growth area, general aviation airports, public utilities, public facilities, and other land uses.
- List population densities, building intensities, and estimates of future population growth.
- Utilize urban planning approaches that promote:
 - Greater physical activity of residents, such as by walking and bicycling and having access to parks and nature.
 - Reducing the amount of driving that individuals need to do for their daily travel with within the city.
 - Environmental justice, including efforts to avoid creating or worsening environmental health disparities.
- Consider goals and policies that achieve these environmental outcomes:
 - Protection of the quality and quantity of groundwater used for public water supplies.
 - Mitigate and cleanse stormwater that discharges to waters of the state, including Puget Sound
 - Reduced risk of wildfire to life and property

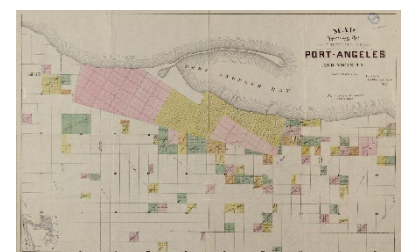
Existing Conditions Summary

This section provides a summary of existing conditions on Land Use in Port Angeles. For more details, see the Land Use Appendix with data and analysis that provide a foundation for the Land Use goals and policies.

Development patterns and key land use conditions

Port Angeles contains a wide range of land uses. Most land is developed, with 10.4% of land remaining vacant or undeveloped as of 2025. The oldest and most urbanized area of Port Angeles is the original “townsite” which is shaped by a regular grid of streets and alleys. More recent development in outlying areas has been suburban with large lots and disconnected streets.

- Downtown, the Lincoln Street corridor, and the First Street/Front Street couple corridor (all along or near Highway 101 running through the city) are the focus of the city’s commercial development, cultural and recreational opportunities, retail and office jobs, city and county government campuses, and key public and private institutions.



Map from 1891 showing the original townsite of Port Angeles.



A view of the eastern Port Angeles shoreline and bluff, showing the Georgiana neighborhood and Olympic Medical Center

- Downtown has a private ferry terminal owned by Black Ball Ferry Line, offering 2-4 daily round trips to Victoria, British Columbia. It is an important connection for business and tourism. As of 2025 this is the only drive-on ferry service available between Washington State and Canada.
- Beyond the core commercial and industrial areas, small neighborhood commercial uses and zoning are targeted along certain streets like the C Street corridor in west Port Angeles and the 8th Street corridor intersecting with Lincoln Street.
- Several significant industrial businesses operate on the waterfront (including a yacht builder and cargo ship maintenance company), and upland industrial uses on the west side of the city include a large log yard and light industrial uses at the airport.
- William R. Fairchild International Airport is a significant public facility supporting general aviation and occupies a large portion of west Port Angeles. As of 2025 the airport does not have regular commercial air service, though this has been a longtime community goal.
- Ediz Hook is a unique natural feature, a sand spit extending three miles into the Strait of Juan de Fuca and forming the north boundary of Port Angeles Harbor. The spit has beaches and picnic areas and the tip is occupied by Coast Guard Air Station Port Angeles.
- The Rayonier Mill site, vacant since 1997, is a significant 70-acre waterfront property undergoing environmental cleanup with an uncertain timeline and future use.
- Olympic National Park extends into the city boundary and the park's main visitor center is located on Race Street. A popular destination for hiking, Hurricane Ridge, is 20 miles south of the city.
- Residential neighborhoods throughout the rest of the city are generally low-density with predominantly single-household dwellings. While the majority of existing housing is single-household, Port Angeles also has an increasing number of attached middle housing and multi-household buildings, as well as four mobile home parks.



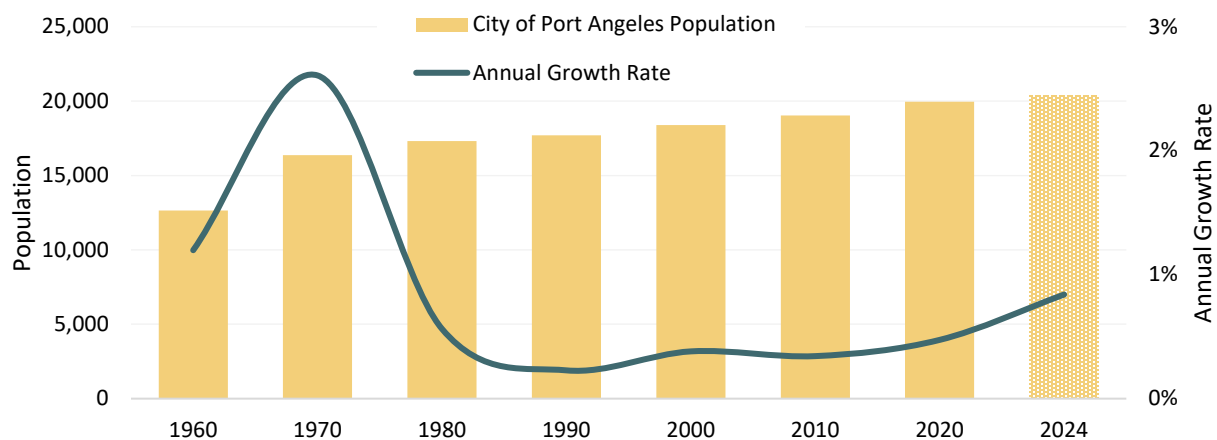
Downtown Port Angeles.

Housing needs, employment projections, and land capacity

Port Angeles' commercial development is primarily concentrated along Front Street, Lincoln Street, and 8th Street, with approximately 75% of commercially zoned parcels currently support active commercial uses. This concentration of commercial activity reflects the city's existing employment base and shapes future opportunities for job growth within the urban core.

Historical population trends have a direct impact on both housing demand and workforce availability. After rapid expansion in the early 20th century, growth slowed significantly in the 1970s, following the permanent closure of several local mills. From 2000 to 2024, the city’s population grew at an average annual rate of 0.4%, compared to 0.9% in Clallam County and a considerably higher rate statewide. This slower growth rate suggests more modest housing demand, but also points to potential challenges in attracting and retaining workforce talent.

As of 2024, Port Angeles has 20,410 residents and ranks as the 59th largest city in Washington. It is also the largest population center in Clallam County, comprising 26% of the county’s total population. The city’s population size and role as a regional hub underscore the importance of ensuring adequate land capacity for future housing and employment needs.



Historic Population Growth in Port Angeles, 1960–2024. Source: US Census Bureau Decennial Census, Washington Office of Financial Management (OFM) Historic Population Data and April 1 Population Estimates.

Looking to the future, key information about population, housing, and jobs within the city limits of Port Angeles is summarized in the table below.

i Population data for April 1, 2025 is expected to be released in June.

	2020 ¹	2024 ²	2045 Projection ³
Population	19,960	20,410	23,110 <i>3,150 increase from 2020</i>
Housing Units	9,567	9,718	11,668 <i>1,970 increase from 2020</i>

Jobs	8,884	n/a	9,851 <i>967 increase from 2020</i>
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Notes and sources:

1. 2020 Decennial Census, U.S. Census Bureau.
2. April 1, 2024 estimates, Washington State Office of Financial Management.
3. 2024-2045 Land capacity analysis, Clallam County.

Port Angeles needs to plan for a projected increase of 3,150 new residents, 1,970 new housing units, and 967 jobs by 2045. New statewide requirements for comprehensive plans (see RCW 36.70A.070(2)) require jurisdictions to plan for housing units based on the income level those units can serve. Under Port Angeles’s current zoning, there is a deficit to serve the projected number of low-income households for this planning period, meaning zoning needs to allow more areas where low-rise and mid-rise apartment and condominium buildings can be developed. Zoning updates that implement the 2025 Comprehensive Plan and its Future Land Use Map will correct this deficiency by generally expanding capacity for all housing types and household incomes citywide.

See the Land Capacity Analysis in the Land Use Appendix for more information.

Goals and Policies

i Goals and policies of the Land Use element are heavily edited, and shown in track-changes with additions and ~~deletions~~ shown as such. Current goal and policy numbers are retained for easy reference, but will be renumbered for the final plan.

Goal G-3A Land Use Pattern. Establish and manage a pattern of development consistent with the community’s vision and provide for variety of land uses that further the policies of this Plan. Guide land development in a manner that balances certainty with flexibility to adapt to future challenges and opportunities.

NEW POLICY Promote opportunities for a well-balanced mix of land uses, including residential, commercial, public services, recreational, and cultural uses through the Future Land Use Map adopted with the Comprehensive Plan.

i Below new policy implements a GMA requirement to address the jobs-housing balance, though

other topics related to land supply are also added.

NEW POLICY Provide a reasonable supply of development capacity through the Future Land Use Map and zoning standards to provide a variety of opportunities for residential development, housing choice, housing affordability, commercial enterprise, jobs-housing balance, and general redevelopment and infill.

Policy 3A.01 Use the Future Land Use Map, land use goals and policies, and other elements of the Comprehensive Plan as a guide for zoning decisions and development regulation amendments.

NEW POLICY Manage and maintain the City's Official Zoning Map to ensure continued consistency with the Future Land Use Map and designations.

NEW POLICY Establish future land use designations as shown in Table 1 below.

i The table below will completely replace the existing “Land Use Category” content from the current plan. Key changes include: (1) Reducing the number of residential designations from three to two (mostly combining the existing Medium and High designations into “Medium-High Density” designation); (2) Moving away from specific units per acre density references to focus instead on form-based descriptions; (3) Changing the name of the Commercial designation to “Mixed-Use”; (4) Adding a new “Public Facilities” designation (currently those facilities fall into one of the other designations); and (5) adding a new designation specifically for the Rayonier Millsite to recognize the unique context and opportunity of that site.

Table 1. Future Land Use Designations, including descriptions and implementing zones.

Future Land Use Designation	Description	Zones
Low-Medium Density Residential	<u>Purpose:</u> This designation provides for low to medium density residential development to continue Port Angeles’ neighborhood pattern while allowing for compatible infill development.	R11, R9, R7, RMD, RTP, PRD
	<u>Expected uses & form:</u> A mixture of single household dwellings and middle housing types. Small neighborhood commercial uses are also permitted in strategic areas provided they conform to special compatibility standards.	i R9 and R11 zones proposed to be removed and rezoned in 2026
Medium-High Density Residential	<u>Purpose:</u> This designation provides for medium to high density residential development on lands now characterized by multifamily development or within walking distance of public transit, commercial services, employment areas, or community facilities.	RMD, RHD, RTP, PRD

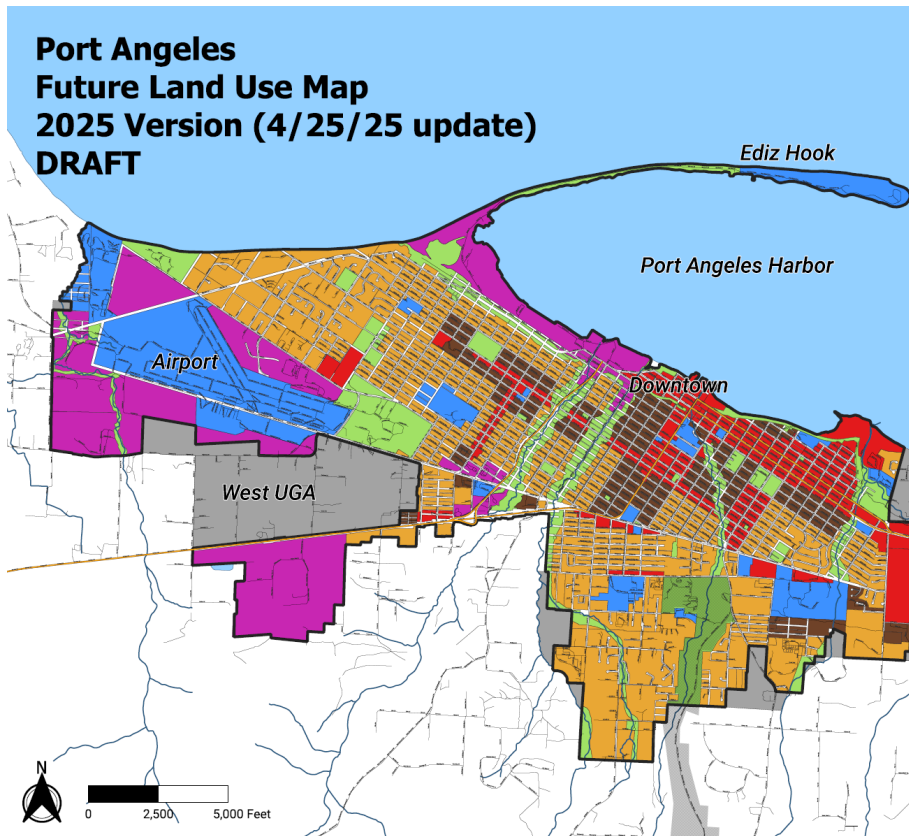
Expected uses & form: All residential uses, including middle housing forms and low to midrise apartment buildings. Small neighborhood commercial uses are also permitted in strategic areas provided they conform to special compatibility standards.

<p>Mixed-Use</p>	<p><u>Purpose:</u> This designation provides for a variety of commercial and mixed-use districts that serve local and regional customers. These districts are centrally located along transportation and transit routes,</p> <p><u>Expected uses & form:</u> A wide variety of commercial, retail, professional office, civic, residential, and mixed-use buildings.</p>	<p>CBD, CA, CSD, CN, CO</p> <hr/> <p>i Commercial zones are proposed to be consolidated in 2026</p> <hr/>
<p>Industrial</p>	<p><u>Purpose:</u> This designation provides for a mix of industrial, service commercial, and limited retail uses that minimize unmitigated external visual, auditory, physical impacts on adjacent properties and generally do not compete with uses in the Mixed Use designation.</p> <p><u>Expected uses & form:</u> Structures and surfaces that support industrial, light industrial, manufacturing, shipping, research and development, marine-oriented commercial, and commercial uses.</p>	<p>IL, IH</p>
<p>Parks and Open Space</p>	<p><u>Purpose:</u> This designation provides for public parks, creek ravines, and Ediz Hook, and other open spaces that are restricted for development.</p> <p><u>Expected uses & form:</u> A wide variety of parks and open spaces.</p>	<p>All zones</p>
<p>Public Facilities</p>	<p><u>Purpose:</u> This designation provides for City-owned and non-City public facilities, including but not limited to administration, recreation, public safety, education, and utility buildings.</p> <p><u>Expected uses & form:</u> A wide variety of built public facilities.</p>	<p>All zones</p>
<p>Rayonier Mill Site</p>	<p><u>Purpose:</u> This designation applies to the former Rayonier Mill site, which presents both extraordinary challenges and opportunities due to context and history of this unique property.</p> <p><u>Expected uses & form:</u> Subject to environmental cleanup undertaken by the Department of Ecology, the site lends itself to a mixture of open space, recreational, pedestrian and water-oriented commercial</p>	<p>To be determined</p> <hr/> <p>i There is a community conversation for whether Rayonier Mill site should have its own special designation.</p> <hr/>

uses, hospitality uses, residential uses, public facilities, and clean-industries.



See the Comprehensive Plan website for a larger version of the draft Future Land Use Map.



EXAMPLES OF POTENTIAL NEEDS FOR PUBLIC LAND OVER 20 YEARS:

- Expansion or replacement of the Corporation Yard (city maintenance and operations facility)
- Additional fire station
- New recreation facility(s)
- Additional electrical substation(s)
- Additional water storage
- Municipal recycling facility
- City Hall modernization or replacement

See the Capital Facilities and

NEW POLICY Focus new multifamily and mixed-use development in areas with key amenities and services like large public parks, public schools, grocery stores, healthcare facilities, and transit service.



Below new policy implements a GMA requirement to address the preservation of public land.

NEW POLICY Protect and preserve public lands needed for public facilities and services like parks and recreation, public safety, transportation, utilities, education, and administration (including local, county, state, and federal facilities). Designate public land appropriately on the Future Land Use Map and periodically review the inventory of public land to identify deficiencies or surpluses over a 20-year planning period.

i P-3A.02 is moved to the new Climate Resiliency and Hazard Mitigation element.

i P-3A.03 is deleted since it is more about Transportation or Hazards rather than Land Use. The policy does not say what infrastructure needs to be protected against. **i** P-3A.04 is moved to the new Climate Resiliency and Hazard Mitigation element.

i P-3A.05 is deleted since it is unclear how the policy can be implemented, many developments are exempt from SEPA, and it only focuses on sea level rise instead of broader climate change impacts.

NEW POLICY Avoid split zoning in creek riparian zones and bluffs and use the critical areas ordinance to protect environmentally sensitive features. However, designate creek riparian zones and bluffs as “open space” on the Future Land Use Map to signal their significance to the ecology and community of Port Angeles.

i Below new policy adapted from GMA requirements.

NEW POLICY Protect surface and groundwater quality using tools such as zoning designations, critical areas regulations, stormwater management projects, and property owner education.

i Below new policy adapted from GMA requirements and Fire Department recommendations, and it may need further refinement.

NEW POLICY Adapt the community to wildfire risk using best practices for regulating new buildings, sites, and landscapes and promote appropriate maintenance of existing development.

i Proposed new goal on community design (alternatively: urban design) to support the city’s recent adoption of design standards, and to provide some specific concepts.

NEW GOAL Community Design. Promote compatible, high-quality, and pedestrian-friendly development and public facilities that reinforce Port Angeles’s identity and support the local economy.

i Proposed new policy that adapts GMA requirements to encourage physical activity.

NEW POLICY Promote a compact, human-scaled development pattern that encourages physical activity and a healthy community with housing and commercial uses located within walking/bicycling distance of each other.

i P-3E.05 is relocated from existing Goal G-3E. LID standards are already mentioned in another policy.

P-3E.05 [reloc.] Encourage street improvements and acquisition of rights-of-way to further the grid street pattern in the central “townsite” area of the City. Permit cul-de-sacs and curvilinear streets in outlying areas when designed in conjunction with the main street grid.

i Proposed new policy that supports Port Angeles’s current design standards. Some Fire Department feedback reinforced the importance of emergency access.

NEW POLICY Administer user-friendly and objective design standards that emphasize the form-based concepts below.

- A. Provide block frontage standards to design sites, with an emphasis on compatible development and creating walkable environments.
- B. Promote thoughtful pedestrian-oriented layout of buildings, parking, circulation, service, emergency access, and on-site amenity elements.
- C. Integrate usable outdoor amenity space into new residential developments that is suitable for leisure or recreational activities.
- D. Ensure that lighting contributes to the character of the streetscape and protects against light pollution.
- E. Employ architectural elements that articulate large buildings into smaller identifiable pieces.
- F. Place an emphasis on human-scaled design details that contribute to the community’s identity.
- G. Ensure the use of landscaping elements for visual buffering, wildlife habitat, stormwater management, and other benefits

NEW POLICY Design public facilities to serve as a model of architectural and site design for private development in the city through

use of quality building materials, human scale detailing, design character, and landscape materials.

NEW POLICY Integrate public art into capital facilities, parks, streetscapes, and other public spaces, with priority focus on employing native artists.

NEW POLICY Preserve, develop, and program inviting and distinctive public gathering spaces in Downtown and commercial areas.

i Second sentence of new policy below is copied from existing Economic Development policy ED-2.7.

NEW POLICY Recognize, maintain, and enhance community entry and gateway sites to enhance Port Angeles’s distinct maritime and mountain setting. Support landscaping and detailing of the streetscape at the City’s east and west entries.

i New policy below is focused on the urban design and experience of streets but needs to be coordinated with the Transportation element before being finalized.

NEW POLICY Design streets to support and strengthen Port Angeles’s urban design character, public safety, community identity, and economic vitality. For example, consider pedestrianizing one or more streets in Downtown, converting one-way streets to two-way streets where feasible, enhance pedestrian crossing safety on high-traffic streets, and integrate more trees and stormwater management features into streets.

i P-3I.02 is existing and more of a Transportation Element item, but it relates closely to the pedestrian realm and good urban design. It is updated here with more details about the importance of separation of vehicles and pedestrians. Some Fire Department feedback reinforced the importance of this policy.

P-3I.02 [reloc.] Protect parks, public spaces, public events, sidewalks, bike routes, storefronts, and other vulnerable spaces from vehicle intrusion. Consider requiring safety elements like bollards, curbs, and planters in capital projects, street improvements, and design standards.

i Proposed new goal that consolidates the various “residential” policies of G-3E, G-3F, and G-3G, plus new policies. Several old policies under those existing goals are proposed for deletion because they are not actionable, unclear, or unrelated to the Land Use element. Note that the Housing Element is separately available to provide more detailed housing goals and policies.

NEW GOAL Residential Neighborhoods and Housing Stock.
Expand the quantity and diversity of housing options for all types of households while enhancing neighborhoods’ quality of life and environmental compatibility.

i A basic policy addition for GMA compliance.

NEW POLICY Provide for a wide variety of housing types within the city to meet the full range of housing needs for Port Angeles’s evolving population and people of all income levels.

P-3G.01 [reloc.] Encourage high-density infill, affordable housing, and mixed-use development to increase the housing stock and increase walkability.

i Below new policy acknowledges that Port Angeles has older housing stock and many property owners are more interested in maintaining and converting existing buildings rather than redeveloping from scratch.

NEW POLICY Promote and allow for the conversion of existing single-household residences to duplexes, triplexes, and other multi-unit housing types.

i P-3F.05 is updated to not focus on a certain income level, as any type of housing expansion in Downtown would be beneficial for the community and local economy, and with detail added on why more benefits are beneficial.

P-3F.05 [reloc.] Expand housing opportunities in Downtown for all income levels to provide more residents with walkable access to transit, employment, shopping, and recreation. .

i A basic policy to reflect recent changes in Port Angeles’s housing approach and zoning code. The reference to urban growth areas is required by the GMA.

NEW POLICY Permit a variety of middle housing types and accessory dwelling units in lower density residential neighborhoods, including the residential portions of the unincorporated urban growth areas.

i New policy below reflects the suggested standards from the Washington Department of Commerce’s Middle Housing Model Ordinance and User Guide. Notably, only the R9 and R11

residential zones have lower height limits today.

NEW POLICY Permit maximum building heights of at least 35 feet in all residential zones to allow for a variety of middle housing forms and economically feasible multi-household buildings.

i A basic policy to reflect recent changes in Port Angeles’s housing approach and zoning code.

NEW POLICY Prohibit new detached single-family residences in medium- and high-density zones to preserve limited available land for workforce and affordable housing.

i Below old policy 3F.01 proposed to be replaced with two new policies that provide more clear direction.

NEW POLICY Clearly identify and map neighborhood boundaries based on social, physical, and environmental characteristics and use neighborhoods to organize land use planning and public engagement initiatives.

NEW POLICY Permit compatible non-residential uses in residential zones with reasonable development regulations, including but not limited to schools, religious facilities, and small neighborhood commercial uses.

i P-3G.02 follows the lead of other Washington cities like Port Townsend, Bellingham, and Spokane and also expands the 50% parking reduction already allowed for development within 1/2 mile of transit stops, which covers most of the city. Recent state legislation that limits parking requirements has also passed.

P-3G.02 [reloc.] Remove minimum off-street parking requirements for all residential land uses to reduce the costs of developing and occupying housing and to ensure compliance with the parking provisions of the Growth Management Act.

i Below policy implements a recent update to the Growth Management Act ([RCW 36.70A.535](#)) with code updates required by December 31, 2025.

NEW POLICY Permit and encourage the development of co-living housing in all zones where multifamily housing is permitted, consistent with state law (RCW 36.70A.535).

P-3E.03 [reloc.] Encourage subdivisions that do not maximize housing capacity to be designed to allow future subdivisions at the densities permitted for the zone in which they are located.

i Updated based on recent state law changes that de-emphasize the traditional unit-per-acre standard amid HB 1110 (middle housing) and HB 1998 (co-housing).

P-3E.09 [reloc.] Employ and emphasize form-based concepts and the effect of minimum lot sizes rather than unit-per-acre density standards for residential development.

P-3F.04 [reloc.] Treat manufactured homes that meet current state regulations as site site-built housing for zoning purposes.

- i** As noted above, proposed new “residential neighborhoods” goal consolidates the residential policies of G-3E, G-3F, and G-3G.
- i** P-3E.01 does not directly relate to the goal and does not say anything new compared to the Growth Management Act and the Capital Facilities Element.
- i** P-3E.02 does not relate to the goal and reflects a standard type of development regulation that is not necessary in the Comprehensive Plan.
- i** P-3E.03 potentially relocated to new residential goal above.
- i** P-3E.04 proposed for deletion because it is a topic covered by the Transportation element under existing policy P-4B.10
- i** P-3E.05 proposed to be relocated to new community design goal above.
- i** P-3E.06 covers at least three distinct topics. Promotion of scenic views has not been implemented in current development regulations and is highly difficult to administer. Drought tolerant vegetation promotion is moved to new Climate Resiliency and Hazard Mitigation Element.
- i** P-3E.07 is moved to the Utilities element.
- i** P-3E.08 is moved to the new Climate Resiliency and Hazard Mitigation element.
- i** P-3E.09 policy potentially relocated to new residential goal above.
- i** As noted above, proposed new goal consolidates the residential policies of G-3E, G-3F, and G-3G.
- i** P-3F.01 is deleted and replaced with two new policies above.
- i** Delete. P-3F.02 is best suited for the Land Use designations matrix and the Transportation element.
- i** Delete. Addressing this very specific type of housing is better reserved for the Housing Element.
- i** P-3F.04 is relocated to new consolidated residential goal above.
- i** P-3F.05 is relocated to new consolidated residential goal above.
- i** As noted above, proposed new goal consolidates the residential policies of G-3E, G-3F, and G-3G. Notably, Goal G-3G only has two policies under it.
- i** P-3G.01 is moved and edited in new residential goal above.
- i** P-3G.02 is moved and edited in new residential goal above.

i Goals G-3H, G-3I, and G-3J all relate to commercial development and each only had a few policies under them. Similar to the residential goal above, it is proposed to create a consolidated place for a “commercial” goal and policies.

NEW GOAL Downtown and Commercial Areas. Cultivate a healthy and diverse economy with a wide variety of shopping, dining, entertainment, arts, culture, and housing opportunities while enhancing environmental compatibility and the function of commercial districts.

i New policy following public input (visioning survey, storefront studio, etc.) that showed a strong interest in continuing to prioritize Downtown.

NEW POLICY Maintain and strengthen Downtown as the center for civic, retail, cultural, dining, and entertainment activity in Port Angeles.

P-3J.01 [reloc.] Shape commercial development in the traditional downtown to emphasize its waterfront location and historic heritage

i P-3J.04 is split into two separate policies and amended.

P-3J.04 [reloc.] Encourage housing development in the downtown area , including mixed-use buildings and live/work spaces. s.

NEW POLICY Ensure that the physical environment in Downtown is amenable to residential use by minimizing traffic impacts, maintaining security and emergency service access, providing and maintaining public amenities, and continuing to enhance its visual character.

P-3J.03 [reloc.] Work with property and business owners to promote improvements to the commercial areas through restoration of buildings, cleanup of lots, public art, and cultural programming.

NEW POLICY Promote the development of vacant lots and underused surface parking lots. Consider financial incentives such as a land value tax.

NEW POLICY Align the boundaries of the Parking and Business Improvement Area and the boundaries of the Central Business District zone to create consistency in planning and administration.

NEW POLICY Permit and promote small neighborhood commercial uses in all residential zones to encourage economic activity and social connections. Appropriate uses may include small grocery stores, taverns, restaurants, cafes, and personal services. Consider performance standards to manage potential impacts on residential uses, such as limitations on operating hours, sign and lighting standards, and design of service areas and utilities.

P-3I.03 [reloc.] Encourage commercial uses on centralized and accessible sites located at the boundaries of neighborhoods so that more than one neighborhood may be served.

P-3H.02 [reloc.] Allow public uses such as government offices, public service buildings, and other public and quasi-public facilities and services all areas.

- i** Goals G-3H, G-3I, and G-3J consolidated into single new “commercial” goal above.
- i** Delete. P-3H.01 is similar to P-9A.03 in the Economic Development element.
- i** P-3H.02 is relocated to new commercial goal above.
- i** Goals G-3H, G-3I, and G-3J consolidated into single new “commercial” goal above.
- i** P-3I.01 is deleted since the issue of compatible design is covered by the new community design goal above.
- i** P-3I.02 is relocated to new community design goal above.
- i** P-3I.03 is relocated to new commercial goal above.
- i** Goals G-3H, G-3I, and G-3J consolidated into single new “commercial” goal above.
- i** P-3J.01 is relocated to new commercial goal above.
- i** Delete P-3J.02. Design topics are covered by new community design goal and policies above.
- i** P-3J.03 is relocated to new commercial goal above.
- i** P-3J.04 is relocated to new commercial goal above.
- i** Proposed new goal to merge related industrial goals G-3K and G-3L.

NEW GOAL Industry and Maritime. Maintain and promote active use of industrial lands and waterfronts to maintain a diverse economy while stewarding the community's natural resources and desired development patterns.

P-3K.01 [reloc.] Develop and promote a cooperative intergovernmental plan for comprehensive development of industrial infrastructure and amenities to attract and support light and heavy industry.

i P-3L.02 is slightly expanded with an example of how to implement. The last sentence about industrial park design is a separate issue that is made into its own new policy with more elaboration on what makes for a good industrial park.

P-3L.02 [reloc.] Develop infrastructure, which makes sites attractive and ready to develop, including transportation facilities and utilities at industrial parks. For example, proactively increase the capacity of utility lines.

NEW POLICY Industrial development is encouraged to follow industrial park design concepts with an interconnected road network, transit access, lots configured for business expansions, high-capacity utilities, low-impact development, workforce amenities, and noise and visual buffers for adjacent residential uses.

P-3K.02 [reloc.] Allow office, commercial, and limited live/work uses in specifically designated industrial areas. Encourage live/work environments for art or media based cultural activities that are consistent with and avoid impact on neighboring industrial uses.

P-3L.03 [reloc.] Ensure that industrial areas mitigate nuisances and hazardous characteristics such as noise, air, water, odor, pollution, or objectionable visual material.

P-3C.02 [reloc.] Encourage the development of clean energy facilities (e.g., solar, wind, geothermal, wave, tidal, battery storage) to increase the supply of renewable energy to the grid. Apply appropriate supplemental standards to minimize community impacts.

i P-3L.04 amended to align with development regulations.

P-3L.04 [reloc.] Prohibit petroleum refineries, liquefied natural gas and liquefied petroleum gas facilities, non-clean energy facilities, energy plants and their associated facilities and associated transmission facilities (as defined in Chapter 80.50 RCW) outside the heavy industrial use area and without conditional use review.

i The new policy below is intended to facilitate several community priorities, including promotion of diverse industrial job growth and reducing energy use.

NEW POLICY Evaluate the benefits and drawbacks of permitting data centers and similar uses with minimal jobs and high energy and water use.

P-3L.05 [reloc.] Discourage the siting of land uses incompatible with airport related uses and other neighboring land uses adjacent to the William R. Fairchild International Airport.

NEW POLICY Support the Coast Guard presence in Port Angeles and continue to work collaboratively on planning for the agency's maritime and aviation facilities, workforce housing, environmental protection, and disaster preparedness.

- i** Proposed new goal above merges related industrial goals G-3K and G-3L.
- i** Relocated to new industrial goal above.
- i** Relocated to new industrial goal above.
- i** Deleted because as an airport the facility is already designated as an essential public facility under state law.
- i** Proposed new goal above merges related industrial goals G-3K and G-3L.
- i** P-3L.01 deleted because this issue is covered by the Capital Facilities element and policy P-3L.02 below provides more useful detail.
- i** P-3L.02 relocated to new industrial goal above.
- i** P-3L.03 relocated to new industrial goal above.
- i** P-3L.04 relocated to new industrial goal above.
- i** P-3L.05 relocated to new industrial goal above.
- i** P-3L.06 is deleted because it is nearly identical to another existing policy P-3C.02.
- i** P-3L.07 is deleted since it is unclear how the policy can be implemented and some developments are exempt from SEPA. A policy like this might be re-created in the new Hazards & Resiliency Element.
- i** Goal G-3D had only a single policy that is very similar to the goal. The policy is proposed to be merged with the goal text, but to have expanded policies here. It is also proposed to be relocated toward the end of the element since it relates to only a few specific locations in the city.

NEW GOAL Environmentally Hazardous Sites. *Actively pursue and participate in environmental remediation of contaminated sites and vacant industrial lands using best available science.*

P-3M.01 [reloc.] Allow a wide range of land uses in the redevelopment of large vacant or isolated industrial areas no longer in operation, , provided that these uses will not encourage the conversion of other industrial areas to non-industrial use.

NEW POLICY Explore funding opportunities to assist with the cleanup of environmentally hazardous sites throughout town, improving the feasibility of economic development at these locations.

NEW POLICY Establish a vision for the future use and development of the old Rayonier Mill site based on post-cleanup conditions and development capacity, housing needs, economic development potential, enhanced public shoreline access, and opportunities to preserve of open space and enhanced and marine wildlife habitat.

NEW POLICY Designate the Rayonier cleanup sites on M Avenue as future open space.

- i** Goal G-3D has only a single policy under it. Proposal to merge with related Goal G-3M.
- i** Goal G-3M has only a single policy under it. Proposal to merge with related Goal G-3D.
- i** Land Use element goal G-3B here is identical to Goal G-7B in the current Conservation element, and it is more appropriately located in the Conservation Element. It also has only one policy that is identical to Conservation policy P-7B.10. Because this topic is more appropriate for the Conservation element and to reduce duplication, it is deleted here.
- i** Goal G-3C is deleted since it is generally covered by the new Climate Resiliency and Hazard Mitigation element. Specific relocation notes are included below.
- i** Policy P-3C.01 topic of Green Building is covered by the new Climate Resiliency and Hazard Mitigation element.
- i** Policy P-3C.02 is relocated to the new Industry and Maritime goal.
- i** Policy P-3C.03 is duplicative of Policy P-5E.01 in the Utilities element.
- i** This goal and its policies are largely relocated or adapted into the new Climate Resiliency and Hazard Mitigation element. Specific notes for some policies are included below.
- i** P-3N.01 is deleted and not in the new Climate element. **i** P-3N.04 is deleted and not in the new Climate element. It is somewhat confusing, as the City does not generally apply land use overlays.
- i** P-3N.06 is moved to the Utilities element.
- i** Goal G-3O and its policies are moved to the Conversation element.
- i** P-3O.04 is deleted and not moved to any element since it has some redundancies with P-3O.01.

- i** Delete. Below goal G-3Q and its single is duplicated from goal G-3O above.
 - i** Goal G-3P and its policies are relocated to the Parks and Recreation element. Most of the policies have little relationship to Land Use and implementing zoning regulations.
 - i** Goal G-3R is relocated and updated in the new Climate Resiliency and Hazard Mitigation element.
 - i** Policy 3R.01 is adapted in the new Climate Resiliency and Hazard Mitigation element.
 - i** Policy 3R.02 is deleted.
 - i** The following goals and policies are transferred from the existing and separate Growth Management element. It is proposed to merge these goals and policies here in the Land Use element. This is “new” text in the Land Use element, but for ease of reading, only proposed changes to the goals and policies are shown in track changes.
- Goals G-2A and G-2B are proposed to be combined because the list of policies is being considerably reduced and they cover related topics on growth management and intergovernmental cooperation.

G-2A [reloc.] Growth Management and Regional Cooperation.
Annex land and 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.

- i** Policy P-2A.01 is deleted because it is an unnecessary copy of state law.

P-2A.02 [reloc.] . The Port Angeles Urban Growth Area (PAUGA) should be based, at minimum, on land use demand derived from Clallam County's 20-year population forecast for the county and its sub-areas, provided the forecast is not below the most recent state projection.

P-2A.03 [reloc.] Provide urban services, utilities, and capital facilities consistent with the Capital Facilities Element.

NEW POLICY Periodically review zoning regulations to ensure continued compliance with changes in state law, including but not limited to the Growth Management Act and the State Environmental Policy Act.

P-2A.04 [reloc.] Work with the County and other service providers to determine the appropriate levels of service for capital facilities and public services.

P-2A.05 [reloc.] Include areas in the PAUGA that are characterized by urban growth adjacent to the existing City boundaries and take into account the area's physical features.

i P-2A.06 is unclear in its meaning.

P-2A.07 [reloc.] Base the amount of acreage designated for commercial, industrial, or other non-residential uses within the PAUGA upon the Land Use Element and Economic Development Element in the City's Comprehensive Plan.

i P-2A.08 is combined with P-2A.13 below.

P-2A.09 [reloc.] Include, at a minimum, planning and the provision of 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 within the PAUGA.

P-2A.10 [reloc.] 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.11 [reloc.] Provide constructed urban services/facilities for which the City is the ultimate provider to meet the design and construction standards of the City.

i P-2A.12 is generic and does not specify location or type of new facilities.

P-2A.13 Ensure the protection of critical areas occurring within the PAUGA. Avoid critical areas and resource lands in the PUAGA unless addressed as part of the City's Comprehensive Plan.

P-2A.14 Promulgate all development regulations 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.15 Work with the County to 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.16 Establish performance measures to review progress toward accommodating growth and to ensure appropriate actions are taken to achieve the goals within the Comprehensive Plan.

i Goals G-2A and G-2B are proposed to be combined because the list of policies is being considerably reduced and they cover related topics on growth management and intergovernmental cooperation.

i P-2B.01, .02, and .03 are merged into one policy because they are so closely related.

- P-2B.02 Annexation of land from within the established boundaries of the PAUGA shall be in accordance with state annexation laws. Annexation of land outside the established boundaries of the PAUGA and not adjacent to and/or contiguous with the city limits shall not be allowed without PAUGA boundary amendments.
- P-2B.04 Classify and zone annexed land at the time of annexation based upon the City Comprehensive Land Use Map and the City Comprehensive Plan. The table below provides a guide for what Port Angeles designations and zoning may be appropriate, but case-by-case recommendations should be considered.

County Zoning	City Future Land Use Map Designation Upon Annexation (subject to site-specific analysis)	City Zoning Upon Annexation (subject to site-specific analysis)
Rural Character Conservation 3 (RCC3)	Low/Medium Density Residential	Public Buildings-Parks (PBP)
Urban Very Low Density (VLD)	Low Density Residential	Residential, Low Density (R-11)
Urban Very Low Density/Urban Low Density (VLD/LD)	Low Density Residential	Residential, Low Density (R-9)
Urban Low Density (LD)	Medium Density Residential	Residential, Mixed-Density (R-7)
Urban Moderate Density (MD)	Medium Density Residential	Residential, Medium Density (RMD)
Urban Neighborhood Commercial (UNC)	Mixed Use	Commercial Arterial (CA)
Urban Regional Commercial (URC)	Mixed Use	Commercial Arterial (CA)

County Zoning	City Future Land Use Map Designation Upon Annexation (subject to site-specific analysis)	City Zoning Upon Annexation (subject to site-specific analysis)
Urban Reserve Industrial - Port Angeles UGA (URI-PAUGA)	Industrial	Light Industrial (LI)
Industrial (M)	Industrial	Light Industrial (LI)
Public Land (P)	Parks and Open Space	Public Buildings-Parks (PBP)
Open Space Overlay/Open Space Corridors (OS)	Parks and Open Space	Public Buildings-Parks (PBP)

P-2B.05 Remain consistent with the orderly extension of urban services/facilities and be in accordance with the City's Comprehensive Plan and capital facility planning in the annexation and development of land.

i P-2B.06 through .10 are deleted because they are covered by state law, municipal code, or are nuanced procedures that do need to be addressed by the Comprehensive Plan.

P-2B.11 Facilitate annexation in a manner that will minimize financial impact to residents and businesses.

i P-2B.12 is repetitive of P-2B.02 above.



Housing Element



Introduction

i The introduction section of the Housing element is mostly new, and shown as plain text for ease of reading. Some content is adapted from the old version.

The Housing Element addresses the preservation, improvement, and development of housing. It identifies land to accommodate different housing types and makes provisions for the existing and projected housing needs of all economic segments of the community. This element seeks to ensure that there will be enough housing to accommodate expected growth in the city, along with the variety of housing necessary to accommodate a range of income levels, ages, preferences, and household needs.



Caption

Addressing housing from various perspectives will be necessary to meet housing needs of all of residents, now and into the future. This necessitates a collaborative approach that balances multiple interests, including community objectives related to the quality, affordability, attainability, and availability of housing, along with related goals such as economic development, downtown growth, neighborhood quality, and cost-effective development patterns.

The Housing Element is informed by the 2019 Housing Action Plan and supported by a Housing Needs Analysis, which quantifies existing and projected housing needs and identifies the number of housing units necessary to accommodate projected growth. *This analysis is contained in the Housing Appendix.*

Growth Management Act (GMA)

The Housing Element is intended to satisfy GMA requirements for long range planning and to supplement information and implement goals and policies within the Comprehensive Plan. Under the GMA – specifically RCW 36.70A.070(2) – the Housing Element is required to:

- Include statements of goals and policies for the preservation, improvement and development of housing

- Include an inventory and analysis of projected housing needs of all economic segments of the community
- Identify sufficient capacity of land for housing
- Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing and how to undo those impacts

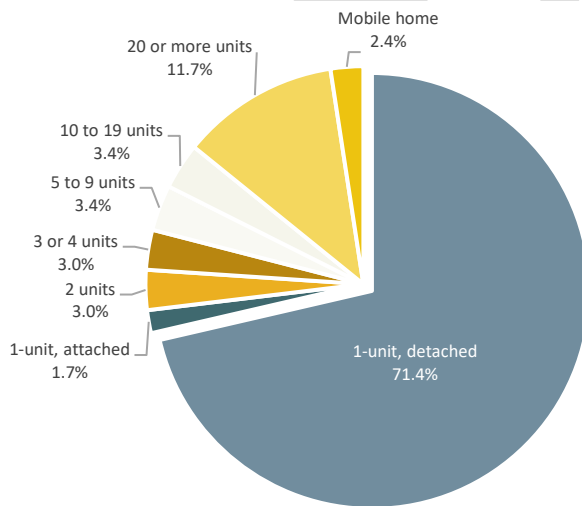
Existing Conditions Summary

This section provides a summary of existing conditions related to housing in Port Angeles. For more details from the Housing Needs Assessment, see the Housing Appendix with data and analysis that provide a foundation for the Housing element goals and policies.

Housing Stock

Types

According to 2022 Census estimates, Port Angeles had 9,930 housing units, 843 which were vacant for various reasons. Of the total amount, about three-quarters of housing units in the city are in single-unit buildings. About one-quarter of housing units are in multi-unit buildings like attached middle housing (duplexes, townhomes, etc.) and apartments.



Housing Unit Types in Port Angeles, 2022. Source: U.S. Census Bureau 2022 American Community Survey 5-Year Estimates, Table DP04.

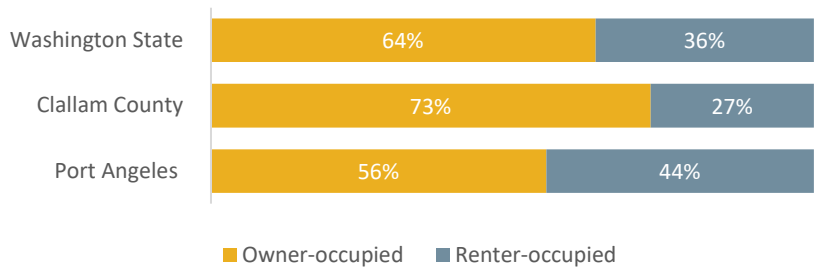
Age of Buildings

Port Angeles also has a notably larger share of older units than the county and state, with over half of its units built before 1970. Only around

12 percent of the city's units were built after 2000, which is significantly lower than the county and state.

Housing Tenure

As of 2022, In Port Angeles, 56% of the housing units are owner-occupied, which is less than the state (64%) and significantly less than the county (73%). Renters represent a significant share of household tenure and experience a higher risk of housing instability due to changes in rent, evictions, and other factors, as well as lower incomes and higher rates of cost burden.



Household by Tenure in Port Angeles (with Regional Comparison), 2022. Source: U.S. Census Bureau 2022 American Community Survey 5-Year Estimates, Table S2501.

Demographics and Households

The following data is mostly sourced from the U.S. Census Bureau 2022 American Community Survey 5-Year Estimates. For more information on demographics and households see the Housing Appendix.

Age

From 2012 to 2022 the median age of Port Angeles residents slightly decreased from 42.4 years to 41.3 years. The 2022 median is older than the state median age of 38.4 years and the county median age of 52 years.

Race and Ethnicity

Port Angeles' racial and ethnic demographics are significantly more homogeneous in comparison to the state, though between 2012 and 2012 the overall racial/ethnic diversity increased due to the increase of Hispanic/Latino, American Indian/Alaska Native, and multiracial residents. As of 2022, Hispanic/Latino residents represent 8.6 percent of the population. The share of American Indian and Alaska Native populations is more than twice that of the state. For more information see Racially Disparate Impacts section below and the Housing Appendix.

Household Size

As of the 2022 the average household size is 2.2 people. This is a little

larger than Clallam County's average household size of 2.1 and smaller than the statewide average of 2.5. A quarter of households have three or more people, which is similar to the county's rate. Meanwhile, Port Angeles has a larger share of one-person households than the county and state.

Household Income

The median household income in Port Angeles is \$60,212. Households who own their homes in Port Angeles make more than twice as much as renter households (median \$73,425 and \$34,936, respectively). Although renter household types are often smaller on average than ownership households, which can account for part of this disparity, it demonstrates potential affordability concerns for rental households.

Changes in Household Income and Housing Prices

From 2010 to 2022, median household income in Port Angeles increased by 35.3 percent and rents by 34.3 percent. Home values increased at a higher rate of 55.6 percent. Although rents fluctuated in the period between 2010 and 2015, they kept pace with income increases and home values. However, since 2017 home prices have started to rise at a higher annual rate. That has resulted in lower housing affordability and may be a factor in the low homeownership share in Port Angeles

Cost Burden and Displacement Risk

Overall, 38 percent of households are cost-burdened, and 16 percent are severely cost-burdened. Renters face higher levels of cost burden, while almost three-quarters of homeowners are not cost-burdened. Between 2010-2022, the percentage of owner-occupied households earning \$150,000 or more has increased at a much higher rate than for renter households.

Most of the Port Angeles census tracts on the east face a high risk of displacement, according to the Washington State Department of Commerce. Overall, this is one of the highest concentrations in the county.

All of these factors indicate a need for additional rental housing that residents can afford.

Housing Affordability

Lack of affordable and attainable housing for lower- and moderate-income residents in Port Angeles has ranked as a high community concern. Community engagement and the Housing Needs Analysis convey the lack of housing options, even with recent regulatory changes

by the City. Furthermore, housing providers report that cost inputs for new housing are going in the wrong direction amid rising prices for materials, labor, and land. Development of new housing stock is happening at a relatively small scale in Port Angeles, particularly when compared with neighboring Sequim, which has seen much larger subdivisions and larger-scale home developers active in recent years.

In the development of this Comprehensive Plan a survey collected responses on people's housing stories. Key themes from hundreds of responses include:

- Rents have been increasing substantially, making it difficult for renters to find stable housing. There are limited rental options and problems with finding quality rental units. Some long-term units are being converted to short-term rentals and vacation housing.
- Homeowners are concerned with increasing property taxes and maintenance costs but also report financial benefits from home value increases
- Housing affordability connects to the success of local businesses, with issues including workforce recruitment, lack of competitive wages that match housing costs, and a risk of lower business investment in the city. The retail and service sectors are most affected, but also professionals in healthcare and skilled trades.
- Many respondents support new housing developments but also emphasize the importance of thoughtful planning, infrastructure investments, and preserving natural features to help retain the qualities of neighborhood living.

In response to these challenges, the City has been deploying tools to improve the cost efficiency of construction and strengthen partnerships with affordable housing providers. Regulatory tweaks to the code and design standards and friendlier development approval processes are among the solutions stakeholders feel could help better achieve Port Angeles's housing goals.

Housing Tools, Incentives, and Barriers

In this section, "affordable housing" means housing reserved for people earning below a certain income and who cannot afford market-rate costs (other interrelated terms include low-income housing, subsidized housing, public housing, or rent-restricted housing). The main affordable housing provider in Port Angeles is Peninsula Housing Authority, a government agency that provides housing assistance for families who

need affordable alternatives to the private market. Peninsula Housing Authority operates in both Clallam and Jefferson counties.

The City of Port Angeles has one funding stream directly funding affordable housing development and preservation. Since 2020, a voter-approved 0.1% sales and use tax has been collecting funds for affordable housing (ordinance 3655). Since 2020, four grants have been provided for a total value of \$869,998.

Port Angeles has several development regulation and financial incentives for affordable housing. They have seen limited use due to the overall low level of development activity in Port Angeles. These incentives include:

- An 8, 12, and 20-year multifamily tax exemption (MFTE) program, including height bonuses in two commercial zones for developments that participate. The program has been in place since 2019, and as of 2025 three multifamily housing developments (duplexes and townhomes) have received final MFTE certificates creating a total of 16 new units..
- A building permit fee waiver for affordable, infill, and multifamily housing projects. Since 2023, 32 projects with 90 housing units have used these plans.
- Predesigned and permit-ready plans for small projects, including accessory dwelling units and duplexes. Since 2023, 20 projects with 23 housing units have used these plans.
- Grants for neighborhood infrastructure in areas with high potential for housing development. The program has been in place since 2004. Four grants have been provided for a total value of \$115,590.

The 2019 Housing Action Plan identifies a number of regulatory and financial barriers to building more affordable housing, including parking requirements, minimum lot sizes, and maximum height and lot coverage requirements. In recent years Port Angeles has adopted regulatory changes to make more housing easier to develop throughout the city. More regulatory changes are anticipated to implement the 2025 Comprehensive Plan.

Racially Disparate Impacts

The Housing Element includes a Racially Disparate Impacts Analysis, as required by RCW 36.70A.070(2)(e) and (f). Taking a proactive approach in shaping policy can help reduce historical patterns of segregation, displacement, and inequitable outcomes. As part of the 2025 periodic

update, Housing Element goals and policies were evaluated and updated to reduce racially disparate impacts.

Key findings from the analysis are:

- White households in Port Angeles are less likely to be cost-burdened than Black/African American and Hispanic/Latino households. There are no Black/African American owner-households in Port Angeles.
- Among Asian households, 42 percent make more than 100 percent AMI—the highest share of any racial group in the city, while 43 percent make below 30 percent AMI—also the highest share of any racial group. Ninety percent of Black/African American households make between 50 and 80 percent AMI, and 10 percent make below 30 percent AMI. 74 percent of all Hispanic/Latino households make below 80 percent AMI.
- Port Angeles has a significant rental housing shortage at the high and low end of the market. The city needs 370 rental units for households making less than 30 percent AMI and 580 rental units for those making more than 80 percent AMI to meet current demand. There is a significant surplus of 975 units affordable to households making 50-80 percent AMI.
- Displacement risk is generally low to moderate in Port Angeles, though the central and eastern neighborhoods have undergone gentrification, according to the Washington Department of Commerce.
- Children in the central and the far east neighborhoods of Port Angeles are expected to have lower income at adult age than children growing up on the west edge of the city.

Refer to the Racially Disparate Impacts Analysis in the Housing Appendix for more information.

Housing Capacity by Income Band

House Bill 1220, passed in 2021, amended the Growth Management Act to require additional housing unit capacity analysis by what income bands can be served by future housing units, expressed as a percentage of area median income (AMI) published by the U.S. Department of Housing and Urban Development (HUD).

A Land Capacity Analysis was conducted as part of this comprehensive planning process to evaluate Port Angeles's ability to meet these targets under current zoning. This analysis considered vacant, redevelopable, and partially-used parcels as classified by city geographic information systems,

ABOUT INCOME LEVELS
The 2024 AMI for Clallam County was \$93,900. The AMI is determined by the U.S. Department of Housing and Urban Development (HUD) and is generally higher than the U.S. Census-reported median household income for a given city since it is a countywide metric and adjusted for household size. The HUD AMI is used to determine eligibility and

assessor valuation, and real estate data. Critical area acreage and deductions for future infrastructure needs and market factors were then removed. The net remaining acreage was analyzed by zone based on potential future density of development in each zone, as outlined in Port Angeles’s current zoning code, and accounting for recent development densities in the city.

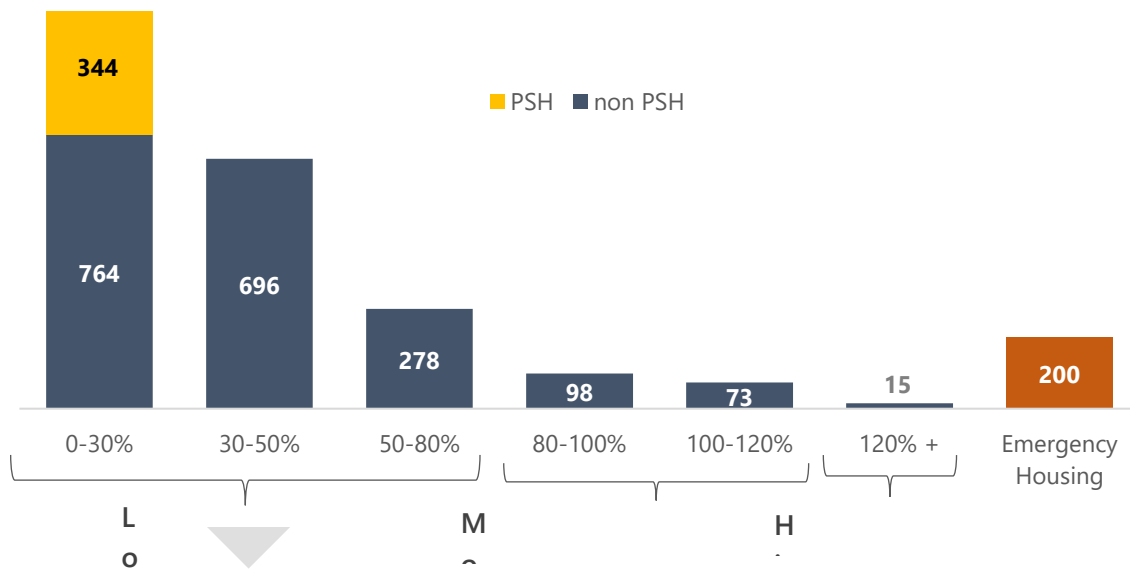
The results of this analysis were then aggregated by zone category based on the Department of Commerce methodology outlined in the 2023 guidebook “Guidance for Updating Your Housing Element.” Following this framework, capacity for low-income households earning 0-80% AMI (HUD Area Median Income) is provided in zones allowing for apartments and multifamily housing types. Capacity for middle-income households earning 80-120% AMI is provided through townhomes, duplexes, triplexes, and higher-end apartments. Capacity for high-income households earning 120% AMI and above is provided through zones allowing detached single-family homes. Note that housing that has been developed or permitted since 2020 is counted towards meeting these projections, the baseline year for these housing unit projections set by the Department of Commerce.

INCOME CATEGORIES
 This analysis uses three main income categories:

Low-Income (Households earning under 80% AMI)

Moderate-Income (Households earning 80-120% AMI)

High-Income (Households earning more than 120% AMI)



Source: Clallam County Resolution 101, 2024: Establishing growth and housing allocations for Clallam County and the incorporated city jurisdictions therein.

Overall, this analysis found Port Angeles has sufficient zoned capacity to meet both its overall housing target as well as its housing targets for low-, moderate-, and high-income households. However, the city has a deficit

of 285 units at the 0-80 percent AMI category – units serving low-income households. To address this deficit, the city will need to increase zoned capacity for multifamily housing that can accommodate housing affordable to low-income households.

Goals and Policies

i Goals and policies of the Housing element are heavily edited, and shown in track-changes with additions and ~~deletions~~ shown as such.

i The first goal below is updated to focus on supply and availability of housing. The issue of “quality” is located in a new goal below.

Goal G-6A Housing Supply. Provide a sufficient supply, variety, availability, and attainability of housing to meet community needs.

i PA-6A.06 rewritten to reflect new requirements under the amended Growth Management Act, and is more action-oriented.

P-6A.06 [reloc.] Provide for an adequate supply of appropriately zoned land to accommodate Port Angeles’s housing growth targets and specific needs for households at all income levels, including extremely low, very low, low, and moderate incomes.

NEW POLICY Promote a variety of residential densities and housing types in all price ranges to meet a range of housing needs and respond to changing needs and preferences. Different housing types include, but are not limited to, single-household dwellings, middle housing, multihousehold dwellings, mixed-use buildings, co-living, and accessory dwelling units. Allow a variety of housing types in residential zones and allow development flexibility such as by lowering or removing minimum lot sizes, increasing allowable building height, and reducing parking minimums.

NEW POLICY Promote middle housing and multi-household housing with family size units (two or more bedrooms).

NEW POLICY Allow for development of multi-household dwellings and other housing affordable to the general workforce in areas

close to shopping, employment, services, education and training facilities, and public transportation.

NEW POLICY Promote the efficient use of residential land in order to maximize development potential and make efficient use of municipal infrastructure. Encourage infill development with new housing units on vacant or under-utilized land.

i P-6A.01 replaced with more detailed new policy above.

NEW POLICY Periodically evaluate City development standards and regulations to ensure they reflect market trends and, where appropriate, modify development regulations that unnecessarily add to housing costs and may reduce the feasibility of building affordable housing. Periodically assess the amount of housing produced under these standards.

NEW POLICY Expand homeownership opportunities by permitting and encouraging the development of smaller and lower-cost homes, such as middle housing, accessory dwelling units, and condominiums. Permit a variety of land ownership options such as unit lot subdivision, community land trusts, tenant opportunity to purchase programs, limited equity cooperatives, co-ops, and sweat equity.

P-6A.11 [reloc.] Provide a mix of attainable market-rate housing and affordable options, ensuring that affordable housing integrates seamlessly into neighborhoods

i P-6A.02 rewritten to remove the “subordinate” reference and better align with the goal language.

P-6A.02 Allow residential uses in industrial zones in certain circumstances. In cases where a limited work/live environment is compatible with industrial zoning, it may be permitted, provided it does not encourage the conversion of industrial areas to non-industrial uses and upholds the integrity and purpose of the industrial zone.

i P-6A.03 rewritten to provide more specifics. Several new state laws specifically relate to relocation assistance for residents of mobile home parks.

P-6A.03 Adopt regulations to discourage redevelopment of existing mobile home parks in order to preserve an existing form of affordable housing. Enact requirements

for relocation assistance in the case of physical displacement.

i P-6A.04 has action language added and more definition added to “urban services.”

P-6A.04 Develop and implement strategies to ensure sufficient urban services are in place to support future housing needs across a range of allowable densities. These services may include water, sewer, transportation infrastructure, and emergency services.

i P-6A.05 is updated to use more consistent terminology and references new state law preemptions passed in 2023. See the [Department of Commerce ADU Guidance](#).

P-6A.05 Allow attached and detached accessory dwelling units (ADUs) on all lots where single-household dwellings are permitted, and conform other ADU development regulations to state law requirements (RCW 36.70A.681).

i P-6A.07 broadened to be more general. Port Angeles does not currently have any impact fees and does not plan to do establish them in the near future.

P-6A.07 Ensure that City fees and permitting time are balanced between housing affordability considerations and the need for supporting City services.

P-6A.09 Work with the County 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.

i P-6A.10 is deleted because it is being implemented by this updated Comprehensive Plan.

i P-6A.12 is deleted because it is repetitive of a Land Use / Climate element policy.

i PA-6A.13 is deleted because it is repetitive of a Land Use element policy and refers to all development, rather than just housing.

i P-6A.14 is deleted because it is largely addressed by policies in the Land Use Element, new Housing policies above, and existing Housing policy P-6C.01 below.

i P-6A.15 is deleted because it is quite similar to P-6A.16 below it. A separate new policy regarding housing revitalization is added to the new ‘affordability and access’ goal below.

i P-6A.16 is updated with more specific ways to add downtown housing.

P-6A.16 Promote and increase the number of downtown housing units in rehabilitated buildings, new buildings, and conversation of underutilized commercial space.

- i** P-6A.17 is deleted because the topic of homelessness is addressed more specifically by new goal of housing ‘affordability and access’ below.
- i** P-6A.18 is relocated to new affordable housing goal below.
- i** New goal expands on new Housing Element requirements of the Growth Management Act related to racially disparate impacts, displacement risk, and similar issues.

NEW GOAL Housing Affordability and Access. Reduce disparities in housing access and mitigate displacement impacts to vulnerable communities.

NEW POLICY Strengthen coordination between the City, county, and service providers to provide homelessness support service and outreach with a “housing first” approach.

NEW POLICY Provide a sufficient supply of housing for populations with unique needs, including independent living for seniors, assisted living, memory care, rehabilitation facilities, and supportive housing.

NEW POLICY Encourage senior and special needs housing to be integrated throughout the community and located near services. Promote awareness of Universal Design improvements to improve accessibility.

NEW POLICY Support the capacity for Port Angeles residents to age-in-place, including consideration of housing’s location and proximity to services, housing design and access (e.g. availability of single-level and elevator-served housing), and the overall cost of housing for people on fixed incomes.

NEW POLICY Permit and regulate emergency housing, emergency shelters, permanent supportive housing (PSH), and transitional housing consistent with state law to help people experiencing disabilities, housing insecurity, and homelessness to transition to more stable and secure housing. Promote the development of shelters and supportive housing near services and transit access.

i New policy below specifically implements new GMA requirements.

NEW POLICY Undo racially disparate impacts, patterns of segregation, and inequitable outcomes caused by historic policies, plans, and actions. This can include promoting the development of multifamily housing across Port Angeles and targeting investments in public infrastructure that support housing (such as parks, utilities, and multimodal transportation) in areas with higher populations of people of color and low-income households.

NEW POLICY Prohibit discrimination based on the source of tenant income.

NEW POLICY Promote housing revitalization in targeted areas through adaptive reuse, preservation, renovation, and infill, with a focus on addressing disinvestment and mitigating racially disparate impacts.

NEW POLICY When plans and projects are expected to create neighborhood change, use public investment and coordinate with nonprofit housing organizations to mitigate impacts of market pressure that cause involuntarily displacement of low-income households and vulnerable communities.

P-6A.18 [reloc.] Develop and implement strategies to support a range of housing types, including affordable housing options, by building on and connecting existing tools such as permit fee waivers, predesigned housing plans, and the Multifamily Tax Exemption program (MFTE).

i New policy below provides support for a key affordable housing program that Port Angeles already has in place.

NEW POLICY Continue to promote and adjust the Multifamily Tax Exemption program (MFTE) to encourage its use and make updates as made available by amendments to state law. Evaluate opportunities for development bonuses for projects that participate in MFTE, such as increased building height limits.

i P-6A.08 on tenant relocation assistance is rewritten to be more general and leave the specifics to state law.

P-6A.08 [reloc.] Require tenant relocation assistance for low-income residents upon the demolition or substantial rehabilitation of housing, consistent with state law (RCW 58.18.085, RCW 59.18.440).

i New goal expands on the important issue of housing quality as an important factor of living in Port Angeles, especially since the housing stock in the city is relatively old.

NEW GOAL Housing Quality. Encourage the design, construction, and maintenance of housing to keep homes in good condition.

NEW POLICY Encourage the preservation and upkeep of existing housing. Conserve the existing housing stock through continued investment in adequate public services, appropriate zoning, design standards to buffer residential areas from conflicting uses, and encouragement of rehabilitation programs.

NEW POLICY Consider funding and maintenance programs, such as use of Community Development Block Grants, to preserve or rehabilitate housing that is showing signs of deterioration due to lack of maintenance or abandonment.

NEW POLICY Permit and encourage the development of manufactured, prefabricated, and modular housing as affordable housing options.

NEW POLICY Promote healthy, livable, and functional forms of housing at all scales through code provisions that provide for usable open space and/or recreational facilities, pedestrian connectivity, and safe and welcoming development frontages.

Below new policy is partly adapted from Land Use Goal G-3E which seeks residential land uses to increase resilience against climate impacts such as drought and extreme heat.

NEW POLICY Encourage the construction and upgrade of housing with increased standards for soundproofing and weatherproofing to mitigate aircraft and truck noise, adapt to the effects of climate change and extreme weather, and improve energy efficiency.

NEW POLICY Provide resources to help older residential buildings convert from wood and fossil fuel heating sources to electric heating and heat pumps.

G-6B Collaboration for Affordable Housing. Partner with Clallam County, Peninsula Housing Authority, and other entities and programs to increase the economic diversity of the housing supply.

P-6C.05 [reloc.] Encourage the partnership and coordination of the City of Port Angeles, Clallam County, Peninsula Housing Authority, Lower Elwha Klallam Tribe, other local public agencies, and North Peninsula Builders Association to continue focusing on solving issues with the developed and provision of affordable and attainable housing on the North Olympic Peninsula.

P-6B.01 Continue participation in a countywide housing task force of housing providers and developers. The goal of the task force is 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.

NEW POLICY Cooperate with the countywide housing task force and other agencies in advocating for state, federal, and philanthropic funding to support development of housing for low- and moderate-income households.

P-6B.02 Cooperate with the countywide housing task force and other agencies in assembling packages of publicly owned land, which could be used for low and moderate-income housing, emergency housing, emergency shelters, permanent supportive housing (PSH), and transitional housing.

i P-6B.03 is repetitive of updates to P-6A.18 above, and the County would not have much input or control over the City's regulations. County collaboration is well covered by the other several policies immediately above.

P-6B.04 Invite the Peninsula Housing Authority to participate in a variety of affordable housing opportunities and provide City representation to the Peninsula Housing Authority and non-profit housing organizations.

i P-6B.05 is repetitive of PA-6A.06.

P-6B.06 Expand utility cost savings programs to support affordable housing by building on existing initiatives such as energy-

saving home improvement rebates and low-income weatherization programs. Explore and implement new goals, such as energy efficiency incentives, discounted utility rates for qualifying households, and partnerships with utility providers to reduce costs for low-income residents.

P-6B.07 Promote housing revitalization and increase the availability of affordable housing by designating specific medium and high-density zones where building height limitations can be increased and where existing utilities can adequately provide services.

NEW POLICY Allow an increased density bonus for affordable housing located on property owned by a religious organization, consistent with RCW 36.70A.545 and RCW 35A.63.300.

i Goal G-6C covers a lot of ground. Some edits are recommended to make it more focused; alternatively, the goal can be deleted the policies can be moved to other goals above.

G-6C Use the Housing Action Plan as a guide and implementation tool for City actions on development regulations, funding, and programs.

P-6C.01 Encourage diverse and innovative housing types, such as middle housing, ADUs, predesigned homes, co-living, and mixed-use developments, to meet the needs of Port Angeles' forecasted demographic changes. Ensure these housing strategies address the needs of historically underserved communities and promote equitable access to housing.

P-6C.02 Designate timelines for planning actions that adequately address housing needs within the City and unincorporated UGA.

P-6C.03 Promote housing renovation and rehabilitation.

P-6C.04 Incentivize the provision of non-cash density offsets to increase the amount of units on a property and encourage the development of affordable housing options.

i P-6C.05 relocated to Goal G-6B above, which addresses partnerships.

- P-6C.06 Encourage the issuance of annual and periodic updates to the Housing Action Plan.
- P-6C.07 Develop measurable standards to assess the progress and implementation of the core recommendations of the Housing Action Plan.
- P-6C.08 Encourage high-density infill, affordable housing, and mixed-use development to increase the housing stock and increase walkability where existing utilities can adequately provide services.

i P-6C.09 is covered by similar policies in the Land Use Element and Housing Element policy P-6A.01 above.

DRAFT

Economic Development Element

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Introduction

The Economic Development Element serves as a framework for guiding decision-making and investments that strengthen and diversify the local economy. It establishes policy regarding how land may be developed and use by people, and how land will meet the needs of residents and businesses for residential, commercial, industrial, recreational, civic, and open space activities. It also describes development patterns that support Port Angeles' vision for the future.

By addressing these priorities, the Economic Development Element will help to optimize the city's relationship with its natural setting; support safe, attractive and character-rich neighborhoods; create a more dynamic, successful Downtown and Waterfront District; improving Port Angeles' standing as a regional hub for business and Port-related enterprises; recognize and support the economic impact of the college, Homeland Security, and Department of Defense presence; and expand access to higher-wage job opportunities in Port Angeles.

Economic Profile

This section summarizes key takeaways from the economic development background report including data on the city's jobs and industries, workforce, and commercial real estate market. The full analysis can be found in *Economic Development Appendix*.

Workforce and Industry Characteristics

- Port Angeles must plan for an additional **3,943** residents by 2045, a **20 percent** population increase over the planning horizon. This increased population can provide a needed influx to the **workforce**, but will also increase pressure on the city's **housing market**.
- Port Angeles has **9,277 jobs** as of 2022. Employment has rebounded since the pandemic, but the McKinley Mill closure will impact these numbers. Job growth in the city has been **slower** than Clallam County and the state over the past decade.
- Port Angeles' population has **aged** since 2012, with **22 percent of residents now over 65**. The higher share of retired residents can cause issues for workforce availability and increase demand for specific services such as healthcare.

- Port Angeles' population has also become **more highly educated** since 2012, and **median household income** has increased 55 percent since 2010. This change has been concentrated in **high-income households** earning over \$100,000 per year.
- Increases in age, educational attainment, and income can signal higher **retail demand** as well as more demand for **higher-end housing** development, assuming income increases are not outpaced by housing cost increases.
- **Health care and social assistance** is the city's largest employment sector, with over **3,000 jobs**. This sector has also seen the largest increase in jobs over the last decade. **Manufacturing**, on the other hand, now employs only half as many people in Port Angeles as a decade ago. Education, arts, entertainment, recreation, accommodation, and food service have also seen job growth since 2012.
- **Small businesses** are key to Port Angeles' employment landscape. The average size of a retail business is **five employees**, and there are 144 retail businesses in the city. The 89 accommodation and food service businesses in the city employ about **eight people each**, on average. Many health care businesses other than the hospital are also relatively small.
- The average annual wage in Clallam County is **\$52,503**. Healthcare jobs have a wide range of wages, with many social assistance jobs paying under \$30,000 or being part-time employment. Tourism jobs also pay relatively low wages and are highly seasonal, whereas manufacturing and government jobs pay in the \$65,000-70,000 range.
- Port Angeles' **property** and **sales tax** revenue per capita is lower than other north Olympic Peninsula cities. **New development** could help increase the city's revenue from property tax, and Washington's new **Tax Increment Financing (TIF) program** could be used as a tool to provide infrastructure for development without using limited general fund revenue.
- Port Angeles has a strong base of employees who live in and near the city, with **63 percent** commuting less than 10 miles, a higher proportion than many other cities. Port Angeles residents who work elsewhere primarily commute to nearby cities, but about **10 percent** work in Seattle, Olympia, Bellevue, and Tacoma, and at least a portion of these are likely **hybrid or remote** workers.
- Average **home prices** in Port Angeles are **out of reach** for single-income households in the city's main job sectors. In fact, most single-income households would also be **rent cost-burdened** in the city. For two-income households, some combinations of employment sectors such as government and health care would generate enough income to purchase the average home in the city, but **even with two incomes**, households in some of the city's main sectors, particularly tourism-related jobs, would struggle to buy a house or afford average rents without being cost-burdened.

Commercial Market Analysis

- **Half** of Clallam County's **retail space** is located in Port Angeles, although very little has been built since 2000 in the city. Retail vacancy is around **five percent**, an increase from recent lower vacancy rates which may signal an **undersupply** of retail space in the city, at least of some types. However, retail rents, currently around **\$14**, are not high enough to lead to new retail construction aside from some owner-occupied properties or large companies such as Starbucks.

- Port Angeles has most of Clallam County's **office** space, but much of it was built before 1980. The market for new office space regionally and nationally is challenging, though less so for medical uses. Office rents are currently around **\$13** per square foot in Port Angeles.
- Port Angeles is a **regional industrial hub**, and about **one-third** of the city's current stock of industrial and flex space was developed since 2000. Industrial and flex vacancy rates in Port Angeles are **extremely low**, indicating the potential demand for more industrial space in the city.

Stakeholder Input

This section summarizes key themes and takeaways from interviews conducted with business leaders, economic development professionals, and representatives of the Waterfront Association, Port, and Chamber of Commerce in late 2024. A full summary of these interviews can be found in *the Economic Development Appendix*.

- There has been a **loss of middle-income jobs** in Port Angeles over the past few decades, with a move away from forestry and towards tourism, which generally provides lower-income and more seasonal jobs. Adding more attractions, year-round activities and festivals could help make this a more sustainable year-round source of employment and revenue.
- There is some potential for **value-added wood products, biomass manufacturing**, and other innovative resource-based industries as one avenue to increase higher paying jobs in the city.
- The **Black Ball Ferry** is an important presence in the city, and cultivating a better relationship with Victoria, B.C. as well as improving the gateway to the city near the ferry terminal would be beneficial.
- Other important sectors in the Port Angeles economy include the **marine trades, health care**, and an increasing number of remote workers in **tech industries**.
- **Downtown Port Angeles (the Waterfront District)** is key to the region's economy, but vacant and underused properties, perceptions of crime and homelessness, and lack of placemaking has hampered the downtown's attractiveness and potential. Recent efforts by the Waterfront District and others are resulting in improvements in the downtown, and the potential for new housing or reuse of vacant second floors present a key opportunity for the district as well.
- **Workforce housing availability and affordability** are growing concerns with recent rises in housing costs. Improving the local construction industry and continuing to allow more diverse and denser housing types are positive steps towards addressing this issue.
- **Peninsula Community College** is an important player in the city's economy, and recent leadership changes have positively impacted the potential for the College to have an impact on workforce training in the city.
- The **remote location** of Port Angeles presents challenges for non-resource based manufacturing industries as well as driving up the costs of development.
- There is a **lack of large industrially-zoned industrial parcels** in the city. The Western UGA may be particularly suited to rezoning to accommodate potential industrial uses.
- **Key actions the city can take** identified by stakeholders to further the local economy include:
 - Invest proactively in infrastructure
 - Improve the climate around code enforcement and permitting processes
 - Market the city as a tourism and business destination

- Increase availability of large industrially zoned parcels through land use changes
- Foster new partnerships and build on existing relationships with the business community and local and regional economic development organizations.

Goals and Policies

i **Goal ED-1** updated to emphasize diversification of the economy and economic changes from the historic resource-based economy.

Goal ED-1 Diversify Port Angeles' economy, building on and expanding beyond the area's traditional natural resource industries to create and maintain a balanced local economy.

Policy ED-1.1 Remain the major economic center on the North Olympic Peninsula, meeting regional and local needs.

Policy ED-1.2 Promote long-term economic stability by encouraging businesses and industries to invest in modernization and environmentally sound technology.

i **New policy** proposed to reflect a forward-looking approach to resource-based industries.

NEW POLICY Encourage sustainable resource-based industries such as biomass manufacturing and value-added wood products at key industrial sites in the city.

i **New policy** proposed to address the city's largest employment sector and the sector which has grown the most in recent years.

NEW POLICY Acknowledge and foster the city's health care industry, recognizing the regional importance of the Olympic Medical Center and other medical businesses, through land use, marketing, and partnerships.

Policy ED-1.3 Promote the diversification of the community's economic base by encouraging the location, retention, and expansion of local small and medium sized businesses.

i **Policy ED-1.4** edited and moved under Goal 2 since it is more related to quality of life and culture, key elements in Goal 2.

i **Policy ED-1.5** moved after Policy ED-1.18 to consolidate policies regarding the airport.

Policy ED-1.6 Encourage training and educational opportunities, in particular the programs provided at Peninsula College, which strengthen and increase the variety of skills available in the local workforce and encourage entrepreneurship.

i **Policy ED-1.7** removed, now covered in new policies under Goal 6.

Policy ED-1.8 Cooperate and partner with other jurisdictions, local nonprofits, associations, and community service organizations to support economic development.

Policy ED-1.9 Continue to work with the Clallam County Economic Development Council (EDC), APEX, Center for Inclusive Entrepreneurship, SDBC and other community organizations on business creation, growth, and expansion programs.

Policy ED-1.10 Support continued development of a strong maritime related industry in the Port Angeles Harbor.

i **Policy ED-1.11** moved under Goal ED-2 and combined with Policy ED-1.20 as it is related to culture and the creative economy which are addressed more directly in Goal 2.

i Policies ED-1.12 and 1.13 moved under Goal ED-5 related to sustainability and climate change. Policy ED-1.14 Develop an economy which provides opportunities for Port Angeles' vulnerable and at-risk community members.

i **Policy ED-1.15** removed as it was duplicative of Policy ED-1.6.

i Policy ED-1.16 removed as its topics are covered in other policies including ED-1.17, ED-1.4 (now under Goal 2), ED-1.6.

i **Policy ED-1.17** moved under new Goal ED-6 relating to higher wage jobs

i Policies ED-1.18, and 1.5 edited for clarity and revised based on staff and Economic Development Council comments.

Policy ED-1.18 Work with the Port to prioritize the airport as major economic asset and identify specific incentives to attract commercial services, such as fueling, flight schools, hangars, or scheduled passenger airline service.

Policy ED-1.5 Encourage new development in the airport industrial area by developing sufficient utilities, improving traffic circulation, and identifying environmental constraints in the area in cooperation with other governmental agencies.

i **Policies ED-1.20-1.22 suggested to be moved to Parks and Recreation Element**

i Policies ED-1.23 rewritten for more clarity around maker space, potential city role, and to include incubators and kitchens per staff and stakeholder input. **Policy ED-1.23**

Encourage the establishment of maker spaces, small business incubators, and commissary kitchens in the city through provision of additional industrial land or buildings, funding, or partnerships with nonprofits.

i **New Policy** added since TIF is a new funding mechanism in Washington since the previous Comprehensive Plan update and given relatively low tax revenue and development challenges identified in Economic Profile and through stakeholder interviews. Waterfront District also suggested adding TIF to the goals and policies.



MAKER SPACES / INCUBATORS

Flex industrial spaces frequently operated by nonprofit foundations that serve a variety of functions depending on the needs of the community, ranging from artist spaces to small-scale manufacturing, educational programs, retail spaces, and assistance in connecting entrepreneurs

NEW POLICY Explore funding sources for potential infrastructure investments including Tax Increment Financing. **Goal ED-2** Foster a healthy local economy that complements and benefits from the community's high quality of life by preserving, protecting, and enhancing the community's natural, historical, and cultural amenities.

Policy ED-2.1 Promote the region's high-quality environment and available natural and cultural resources as factors in attracting and retaining business, industry, and individual

enterprises.

Policy ED-2.2 Promote the community's quality public school system and Peninsula College as factors in attracting and retaining business and industry.

i **Policy ED-2.3** removed as the College is addressed in numerous other policies and the city has limited influence over specific curriculum offerings.

Policy ED-1.4 Encourage vibrant, walkable, mixed-use districts with retail, dining, arts, "third places," opportunities for youth, and housing in the heart of key neighborhoods in Port Angeles through land use regulation, placemaking, and community partnerships.

i **Policy ED-2.4** updated to reflect realities of current office market (i.e. lack of new development, preference for adaptive reuse, moving emphasis away from business parks).

Policy ED-2.4 Foster remote and in-person office employment by promoting use and renovation of existing office space in downtown buildings, placemaking and downtown revitalization, and access to high-speed internet throughout the city.

Policy ED-1.20 Recognize art, architecture, music, and performance as important community resources and continue to encourage community participation and involvement in cultural activities and adequate venues for community meetings, shows, music art, hobby and user groups.

Policy ED-2.5 Encourage the availability of housing that meets the needs of the entire spectrum of the community's residents, including extremely low-, low-, and moderate-income households, throughout the city.

NEW POLICY Support the establishment of a Creative District in Port Angeles to encourage and support artistic and cultural activities in the city.



time between home ("first" place) and work ("second" place). They are locations where we exchange ideas, have a good time, and build relationships. - [Brookings](#)
Photo: Rod Long

i **Policy ED-2.7** suggested to be relocated to Land Use Element.

i **Policy ED-2.7** removed, content now covered in new Climate Element.

i Policy ED-2.9 moved under Goal ED-5 relating to sustainability and climate change

Goal ED-3 Create and promote a strong and sustainable tourism industry for Port Angeles, recognizing and supporting existing and prospective tourism attractions.

Policy ED-3.1 Support improved access to the Olympic National Park, particularly to Hurricane Ridge.

Policy ED-3.2 Work to enhance the public use of Ediz Hook.

i Policy ED-3.3 suggested to be relocated to Capital Facilities / Utilities Element.

Policy ED-3.4 Support development of an electric vehicle (EV) charging station network and EV maintenance facilities around the Olympic Peninsula through leveraging federal and state funding and expediting permitting of stations.

NEW POLICY Encourage the availability of rental car service in the downtown, within walking distance of the ferry terminal.

Policy ED-3.5 Support tourism and recreation activities which highlight Port Angeles' natural, cultural, and historical amenities through lodging tax funds and grants.

i Policy ED-3.6 updated and two new policies added based on staff, Planning Commission, Advisory Committee and EDC input.

Policy ED-3.6 Encourage and promote year-round opportunities for the tourism and recreation industries, such as festivals, conferences, and events outside of summer months.

NEW POLICY Support and enhance use of the Field Arts and Events Hall Conference Center

NEW POLICY Ensure Port Angeles has an adequate supply of hotel rooms to meet demand and to prevent economic leakage.

Goal ED-4 Revitalize Port Angeles' downtown and Waterfront District to foster an attractive and thriving district with active retail, commercial, and tourism uses,



WATERFRONT DISTRICT
Born out of the Elevate PA process in 2020, the Waterfront District is a 501(c)(6) non-profit dedicated to undertaking and advancing the work of improving Downtown Port Angeles through a variety of activities including promotion, beautification, grants, and administering the city's

housing, high-quality infrastructure, and active maritime and waterfront uses.

Policy ED-2.6 Recognize, preserve, and promote historic and cultural properties downtown through the façade and sign improvement program and partnerships.

i **New Policy** proposed to incorporate feedback from stakeholder interviews around tourism and potential collaboration with Victoria.

NEW POLICY Support economic activity in the downtown area resulting from the presence of the Black Ball Ferry, including infrastructure improvements near the ferry terminal, placemaking, and partnerships with Victorian tourism organizations.

i **New Policies** below added based on feedback from Waterfront District

NEW POLICY Foster partnerships with the Waterfront District, Chamber of Commerce, Port, Field Arts and Events Hall, and other organizations to beautify the downtown and attract businesses and residents to the area through events and placemaking activities.

NEW POLICY Support key redevelopment projects in the downtown including the Marine Discovery Center, Elwha Longhouse, Lot B Parking Lot, and Phase 3 of the Waterfront Development, including City Pier, the Seaplane terminal, and improvements to Railroad Ave between Laurel and Lincoln.

i **Goal ED-5 refined to address climate change and resilience in Economic Development specifically. Deleted text about a diverse and balanced economy addressed in ED-1 and ED-6.** Goal ED-5 Prepare for economic impacts of climate change, including changes in recreation due to heat, wildfire, and reduced snowpack. Protect businesses, travel, and shipping routes with increased infrastructure resilience.

Policy ED-5.1 Ensure that the 2025 update to the Comprehensive Emergency Management Plan responds to the impacts of climate change and identifies roles and responsibilities to ensure a sustainable economic recovery after a disaster.

Policy ED-5.2 Encourage businesses with low carbon footprints by providing fee reductions, permit facilitation, and/or implementing land use code changes, among other strategies.

i **Policy ED-5.3** expanded to incorporate ideas from removed Policies ED-1.12 and 1.13 (shown below for reference)

Policy ED-5.3 Promote long-term economic stability by attracting non-polluting industries and eco-friendly businesses and encouraging existing businesses and industries to invest in modernization and environmentally sound, green technology.

Policy ED-4.1 Consider best available science on sea level rise and recommended mitigation and adaptation strategies in the development of downtown.

NEW POLICY Ensure the ease and efficient reuse of contaminated properties through cleanup opportunities and state grant resources.

i **New Goal ED-6** added based on input from EDC, staff, and stakeholders relating to the importance of attracting and promoting higher-wage jobs to ensure a thriving economic future for Port Angeles. Original policy ED-1.17 relocated here and updated, in addition to three new policies.

NEW GOAL ED-6 In alignment with the Region's Recompete Plan, create jobs and businesses that pay greater than the annual average wage by prioritizing attracting and expanding private-sector businesses, particularly in construction, manufacturing, maritime, and forest products sectors.

Policy ED-1.17 Attract and retain businesses and industries which create prosperity-wage jobs which allow residents to afford housing, food, and the necessities of life without relying on

subsidies., and encourage local hiring preferences when possible.

NEW POLICY Focus city's efforts on private businesses and jobs that are full time, year round, and that provide a strong benefit package.

NEW POLICY Provide resources to businesses in the identified targeted sectors to expand and retain high-paying jobs. Target high-wage businesses and market the county's workforce and resources, knowing that growth in the retail and service sectors will follow.

NEW POLICY Retain spending within the local area by supporting businesses that source locally and sell externally, rather than relying on external businesses that export wealth.

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Parks, Recreation, & Open Space Element

Introduction

i Revised Introduction with updated Information The Parks, Recreation and Open Space Element



serves as a guide for the strategic development and ongoing management of the City's park system. It provides a clear direction for realizing Port Angeles' vision for parks and recreation, encompassing several key goals. These include optimizing the city's inherent connection with its exceptional natural environment, ensuring a wide spectrum of recreational opportunities are available and accessible to everyone, fostering vibrant and valued neighborhoods through access to parks, trails, and natural areas, and sustaining Port Angeles' rich arts, cultural heritage, and overall sense of community. This framework underscores a comprehensive approach to parks planning, recognizing their multifaceted role in recreation, environmental stewardship, neighborhood enhancement, and the cultivation of a strong community identity within Port Angeles. The Park Element sets the qualitative goals that the quantitative Levels of Service standards will help to achieve and measure. These standards, such as park acreage per capita or trail accessibility metrics, will be developed and applied in alignment with this overarching vision to ensure the city effectively meets its park and recreation objectives for all residents.

City Parks and Recreational Facilities

The City of Port Angeles Parks and Recreation Department currently manages a significant portfolio of land and facilities dedicated to recreation and open space. This includes over 114 acres of developed parkland, complemented by 81.5 acres designated for future park development, and an additional 91.8 acres preserved as protected open space. The developed parkland features a variety of recreational amenities, such as 14 playground equipment sites, 13 baseball and/or softball fields, 9 football and/or soccer fields, and 12 tennis courts. Approximately 10 acres are occupied by community facilities, notably the Senior and Community Services Center and the Vern Burton Community Center, which offer diverse year-round recreational programs. Civic Field serves as a comprehensive athletic complex equipped for soccer, football, and baseball, complete with lighting for evening use, concession stands, covered stadium seating, and locker rooms. The city also owns unique facilities like the Feiro Marine Life Center situated in City Pier Park, and cultural sites within Lincoln Park, including a traditional native longhouse, the Loomis Building, and several other log structures. The Port Angeles Fine Arts Center finds its home within Webster Woods Park, further integrating arts and recreation. Additionally, the city maintains two public walkways connecting downtown with the bluff residential area, one of which culminates at the Conard Dyar Memorial Fountain. For maritime access, the city operates a boat launch ramp and moorage floats at the eastern end of Ediz Hook, and the city pier provides moorage for transient boaters. Finally, the department maintains a significant portion of the Olympic Discovery/Waterfront Trail, stretching from Morse Creek to the Coast Guard Base entry on Ediz Hook and continuing through the city to the western boundary at Lower Elwha Road. The city also owns and operates the 41-acre Ocean View Cemetery. The Carnegie Library building, adjacent to the former fire hall, has been repurposed into a museum leased by the Lower Elwha Klallam Tribe.

i Updated Facilities Inventory

Facilities Inventory

Park	Location	Description	Amenities
5th & Oak Park	136 W. 5th St. Port Angeles, WA 98362	This park is located on the corner of West 5th St. and Oak St. It is one of our smaller, enclosed residential neighborhood parks. It's the perfect place for youngsters to explore the outdoors.	<ul style="list-style-type: none"> ▪ Dog Waste Bag Dispensers ▪ Open Field ▪ Park Benches ▪ Picnic Tables

			<ul style="list-style-type: none"> ▪ Playground
9/11 Memorial Waterfront Park	400 N. Francis St. Port Angeles, WA 98362	Formerly named Francis Street Park, this park is a main access point for Waterfront Trail/Olympic Discovery Trail users. Sweeping views of the harbor are what makes this a community showcase park for our local citizenry and visitors. Features include handicapped parking for easy access to the trail and a lookout pavilion.	<ul style="list-style-type: none"> ▪ Dog Waste Bag Dispensers ▪ Flag Pavilion Open Grass Areas ▪ Picnic Areas ▪ Play Structures ▪ Viewpoint ▪ Walking Paths ▪ Waterfront Trail Access
Campfire Clubhouse	619 E. 4th St. Port Angeles, WA 98362	The Campfire Clubhouse at Jessie Webster Park provides rental space for meetings and events. With a kitchen, restrooms, dining hall, stage, meeting rooms, foyer, heat, and tables and chairs, it's a great place for events up to approximately 75 people.	<ul style="list-style-type: none"> ▪ Banquet Hall ▪ Chairs ▪ Clubhouse Kitchen ▪ Meeting Rooms ▪ Rental Facility ▪ Restrooms ▪ Tables
Charles R. Willson Memorial Park	511 W. 7th St. Port Angeles, WA 98362	Charles R. Willson Park is located between the 8th Street Bridges on West 7th Street. This quiet neighborhood park offers a nice place for people to play.	<ul style="list-style-type: none"> ▪ Basketball Court ▪ Open Field ▪ Picnic Tables
City Pier & Hollywood Beach	315 N. Lincoln St. Port Angeles, WA 98362	<p>The City Pier & Hollywood Beach is located at the north end of Lincoln Street on the waterfront in the heart of downtown Port Angeles. The City Pier is next to downtown area shopping, ferry service to Victoria, the Waterfront Trail, and the home of the Arthur D. Feiro Marine Life Center.</p> <p>The pier offers fantastic views of the inner harbor, Port Angeles, and the Olympic Mountains.</p>	<ul style="list-style-type: none"> ▪ Beach Access ▪ Covered Stage ▪ Dog Waste Bag Dispensers ▪ Hollywood Beach ▪ Park Benches ▪ Picnic Tables ▪ Restrooms ▪ Viewing Tower ▪ Walking Paths ▪ Waterfront Trail Access
City Pier Moorage Floats	315 N. Lincoln St. Port Angeles, WA 98362	Ramps and moorage floats are provided, temporary moorage is free, while overnight moorage is \$20/night with a 10 night maximum. Moorage is provided on a first come, first served basis.	<ul style="list-style-type: none"> ▪ ADA Accessible ▪ Seasonal Closures

Civic Field	307 S. Race St. Port Angeles, WA 98362	Civic Field, a multipurpose sports stadium located across from Erickson Playfield, accommodates football, baseball, and soccer with covered seating for about 2,500 spectators. In 2016, it received a modern LED lighting system upgrade. Civic Field hosts all home games for Port Angeles High School's soccer, baseball, and football teams and, since 2017, has been the home field for the West Coast League's collegiate baseball team, the Port Angeles Lefties.	<ul style="list-style-type: none"> ▪ Baseball Field ▪ Bleachers ▪ Concession Stand ▪ Football Field ▪ LED Field Lighting ▪ Locker Room ▪ Parking ▪ Rental Facility ▪ Restrooms ▪ Soccer Field ▪ Stadium
Conrad Dyar Memorial Fountain	West 1st Street and North Laurel St. Port Angeles, WA 98362	Conrad E. Dyar Memorial Fountain Park, situated in downtown Port Angeles at the corner of First and Laurel Streets, honors a former City Park Board chairman. Formerly the Laurel Street Circle, the park offers numerous seating areas, flower baskets, and a mural behind its fountain, making it a popular spot for shoppers and downtown visitors.	<ul style="list-style-type: none"> ▪ Flag Pavilion ▪ Park Benches ▪ Water Fountain
Crown Park	1921 W. 4th St. Port Angeles, WA 98362	Crown Park is located on West 4th Street and sits on the bluff overlooking the former Nippon Paper Mill. Crown Park is a small neighborhood park which offers unobstructed views of the Strait of Juan de Fuca and the harbor to the east. Crown Park also has a small playground, a small field, and benches.	<ul style="list-style-type: none"> ▪ Open Grass Areas ▪ Park Benches ▪ Picnic Tables ▪ Playground ▪ View Parking
Dream Playground	302 S. Race St. Port Angeles, WA 98362	The Port Angeles Dream Playground, a large community-built project completed in five days in September 2002 by over 2,000 volunteers using donated resources, was funded by over \$185,000 raised from local businesses and more than 10,000 individuals. In 2009, volunteers added an 800 square-foot covered pavilion next to the playground.	<ul style="list-style-type: none"> ▪ Play Structures ▪ Playground
Ediz Hook Boat Launch	700 Ediz Hook Road Port Angeles, WA 98362	Annual passes are not currently for purchase, and one-time use passes are not currently being collected for this location.	<ul style="list-style-type: none"> ▪ Boat Ramp
Elks Playfield	533 W. 14th St. Port Angeles, WA 98362	Elks Playfield is located at 14th Street and Cedar Street, between the 8th Street Bridges. This large park accommodates several city sports, including soccer and softball. It also has six pickleball courts, a playground, and restrooms.	<ul style="list-style-type: none"> ▪ Bleachers ▪ Open Field ▪ Pickleball Courts ▪ Playground ▪ Restrooms

			<ul style="list-style-type: none"> ▪ Softball Diamond
Erickson Playfield	302 S. Race St. Port Angeles, WA 98362	Erickson Playfield, a 4.2-acre semi-wooded park on Race Street across from Civic Field, is a popular family destination offering a covered picnic shelter, four tennis courts, a skate park, pump track, grass field with a calisthenics park, and the large, community-built Dream Playground for all ages. Its location also provides quick access to Olympic National Park.	<ul style="list-style-type: none"> ▪ Covered Picnic Area ▪ Four Tennis Courts ▪ Open Field ▪ Parking ▪ Picnic Tables ▪ Playground ▪ Pump Track ▪ Restrooms ▪ Skate Park
Erickson Skate Park	302 S. Race St. Port Angeles, WA 98362	The Port Angeles Skate Park is a multi-use built recreational environment made only for the use of the following non-motorized wheeled devices: skate boards, bicycle motocross or BMX bikes, inline/roller skates, and scooters	<ul style="list-style-type: none"> ▪ Skate Park
Gateway	125 East. Front St. Port Angeles, WA 98362	The Gateway is on Front and Lincoln and serves as the Public Transit Center for Port Angeles. The Gateway can be rented for events.	<ul style="list-style-type: none"> ▪ ADA Accessible ▪ Parking ▪ Pavilion ▪ Restrooms
Harborview Park	700 Ediz Hook Road Port Angeles, WA 98362	Located at the end of Ediz Hook, Harborview Park features spectacular views of the Port Angeles inner harbor and the Olympic Mountains.	<ul style="list-style-type: none"> ▪ Beach Access ▪ Dog Waste Bag Dispensers ▪ Open Grass Areas ▪ Picnic Tables ▪ Restrooms
Haynes View Point	E. Front St. and N. Peabody St. Port Angeles, WA 98362	Haynes View Point is located at the foot of North Peabody Street. It offers an all-encompassing view of the harbor, Straits of Juan de Fuca, and Canada. This is a popular place for locals and visitors to sit and watch the world go by.	<ul style="list-style-type: none"> ▪ View Parking ▪ View Point
Hazel Porter Kiel Park	115 W. 13th St. Port Angeles, WA 98362	Hazel Porter Kiel Park is a small neighborhood park located on 13th Street between Laurel and Oak Streets. This quiet park offers a tennis court and open field with space for families to play and picnic.	<ul style="list-style-type: none"> ▪ Open Field ▪ Picnic Tables ▪ Tennis Court
James View Point	W. 2nd St. and Oak St. Port Angeles, WA 98362	James View Point is located on 2nd Street and Oak Street, at the top of the zigzag that begins on the south side of Laurel Street. The small park offers a great view of the harbor, the	<ul style="list-style-type: none"> ▪ Open Grass Areas ▪ Park Benches ▪ View Point

		Strait of Juan de Fuca, and Canada.	
Jessie Webster Park	3rd Street and Eunice Street Port Angeles, WA 98362	Jessie Webster Park is located on 3rd Street and Eunice Street, behind Swain's General Store. The park is wooded and has a walking trail as well as a rental facility called the Campfire Clubhouse.	<ul style="list-style-type: none"> ▪ Dog Waste Bag Dispensers ▪ Open Space Areas ▪ Picnic Tables ▪ Walking Paths
Lincoln Park	1900 W. Lauridsen Blvd. Port Angeles, WA 98362	Lincoln Park is in the area of 1500 West Lauridsen Boulevard, just east of the Fairchild International Airport. Two ponds in the northeastern corner are home to many different species of ducks and birds. Fishing is available for youth 14 years of age and younger without a license.	<ul style="list-style-type: none"> ▪ BMX Track ▪ Clubhouse ▪ Disc Golf Course ▪ Dog Park ▪ Dog Waste Bag Dispensers ▪ Loomis Rentals ▪ Open Field ▪ Picnic Tables ▪ Playground ▪ Restrooms ▪ Trails ▪ Water ▪ Youth Baseball Field
Lions Park	601 E. Whidby Ave. Port Angeles, WA 98362	Lions Park is located on the 600 block of Whidby Avenue just south of Lauridsen Boulevard and is also accessible from Lauridsen Boulevard by a fenced path. This is a quiet neighborhood park with a lot of open space and a small covered area	<ul style="list-style-type: none"> ▪ Covered Picnic Area ▪ Open Field ▪ Open Grass Areas ▪ Park Benches ▪ Picnic Tables
Ocean View Cemetery	3127 W. 18th St. Port Angeles, WA 98362	Ocean View Cemetery is owned and operated by the City of Port Angeles Parks & Recreation Department. The land for Ocean View Cemetery was acquired from the Federal Government largely through the efforts of Matilda C. (Dudley) Cooper. Mrs. Cooper started a petition in the early 1890s to secure land for the City to use as a cemetery. By 1894, the 54-acre cemetery was ready for business.	
Pebble Beach Park	Front Street & Oak St. Port Angeles, WA 98362	In 2019, the City approved the renaming of West End Park to sjaʔháʔant (Pebble) cáwŋən (Beach) ʔəssaqtúŋt (Park) in both Klallam and English. Located where Front Street and Oak Streets meet, sjaʔháʔant cáwŋən ʔəssaqtúŋt - Pebble Beach Park features two sand pocket	<ul style="list-style-type: none"> ▪ Open Grass Areas ▪ Park Benches ▪ Parking ▪ Rental Facility

		beaches with water access, plazas, a viewing platform, lawn and gathering space, benches, nearby public restrooms and parking, and access to the Waterfront Trail and Esplanade.	<ul style="list-style-type: none"> ▪ Viewing Tower ▪ Walking Paths ▪ Water ▪ Waterfront Trail Access
Port Angeles Fine Arts Center & Webster's Woods Art Park	1203 E. Lauridsen Blvd. Port Angeles, WA 98362	The Port Angeles Fine Arts Center (PAFAC) gallery occupies the former 1951 residence and studio of Esther and Charles Webster, a Paul Hayden Kirk-designed example of modern Northwest architecture featuring extensive glass and timber. Its location on the Olympic foothills offers panoramic views of the city, the Strait of Juan de Fuca, Vancouver Island, and the Olympic National Park mountains. Adjacent to the gallery is Webster's Woods Art Park, established in 2000, which annually showcases new outdoor sculptures through the "Art Outside" program, inviting visitors to explore the art integrated into the natural woodland environment year-round for free.	
Quinn Redlin Kintner Memorial Park	1006 E. Georgiana St. Port Angeles, WA 98362	Quinn Redlin Kintner Memorial Park, formerly Georgiana Park, is a small park located in Port Angeles' medical district at the corner of Washington and Georgiana Streets. Following a community fundraising effort that began in 2016, the park was renovated with a new, fully ADA-accessible playground, funded in part by a donation from the Quinn Redlin Kintner family's endowment. In recognition of this contribution, the park was renamed in her honor in 2017, with the playground completed in the fall of 2018.	<ul style="list-style-type: none"> ▪ ADA Accessible ▪ Dog Waste Bag ▪ Dispensers ▪ Open Grass Areas ▪ Park Benches ▪ Picnic Tables ▪ Playground
Rains Park	921 E. 8th St. Port Angeles, WA 98362	Rains Park is a nice neighborhood park with a play structure and open space located on 8th Street just east of Race Street.	<ul style="list-style-type: none"> ▪ Open Field ▪ Picnic Tables ▪ Playground
Rayonier Locomotive #4	Chase Street & Lauridsen Boulevard Port Angeles, WA 98362	The Rayonier Locomotive #4 was acquired by Rayonier in 1947 and used to load and move lumber for Rayonier's mill and products to the main lines leaving for other sites such as Port Townsend and Portland. After the engine was retired, it was donated to the City of Port Angeles in 1960. The locomotive now sits at one of the City's traffic islands off of Lauridsen Boulevard, directly across from the Library.	
Sail & Paddle Park	700 West Ediz Hook Rd. Port Angeles, WA 98362	Sail & Paddle Park is located on Ediz Hook just east of the former Nippon Paper Mill. This park features great views of the harbor, Port Angeles, and the Olympic Mountains. The park also has beach access for launching kayaks.	<ul style="list-style-type: none"> ▪ Beach Access ▪ Dog Waste Bag Dispensers ▪ Open Grass Areas

			<ul style="list-style-type: none"> ▪ Park Benches ▪ Picnic Tables ▪ View Parking
Shane Park	613 S. G St. Port Angeles, WA 98362	Shane Park, situated on G Street between Seventh and Eighth Streets, features a fully accessible ADA-compliant playground, large ballfields, and the Born Learning Trail, an interactive path for parents and children. This expansive park is a central location for various outdoor sports activities in Port Angeles, hosting both youth and adult soccer and softball leagues.	<ul style="list-style-type: none"> ▪ ADA Accessible ▪ Basketball Court ▪ Open Field ▪ Park Benches ▪ Parking ▪ Picnic Tables ▪ Playground ▪ Restrooms ▪ Soccer Field ▪ Softball Diamond ▪ Walking Paths
Valley Creek Estuary	313 Marine Drive Port Angeles, WA 98362	Valley Creek Estuary was built through a combined effort between the City of Port Angeles and other local organizations. The park has views of the Port Angeles harbor, Olympic Mountains, Straits of Juan de Fuca, and Canada.	<ul style="list-style-type: none"> ▪ Friendship Bridge ▪ Open Grass Areas ▪ Park Benches ▪ Pavilion ▪ Viewing Tower ▪ Waterfront Trail Access
Vern Burton Community Center	308 E. 4th St. Port Angeles, WA 98362	The centrally located Vern Burton Community Center offers a large, divisible main hall (8,100 sq ft, capacity 1100 standing/500 banquet) with an atrium and accessible restrooms, plus a smaller, flexible meeting area (capacity 55). Originally a high school gym, it retains hardwood floors and a high ceiling suitable for sports. A well-equipped commercial kitchen is available, along with tables and chairs for up to 500 people. Its downtown location provides easy access to transportation and amenities.	<ul style="list-style-type: none"> ▪ ADA Accessible ▪ Banquet Hall ▪ Basketball Court ▪ Chairs ▪ Fully Functioning Kitchen ▪ Indoor Sports ▪ Meeting Rooms ▪ Parking ▪ Pickleball Courts ▪ Public Address System ▪ Restrooms Tables ▪ TOA Stereo Music System ▪ Volleyball

Veterans Memorial Park	217 S. Lincoln St. Port Angeles, WA 98362	Veterans Memorial Park is located just west of the Clallam County Courthouse on Lincoln Street. This memorial is dedicated to all veterans who have served our country in war and peace. The park, originally named Central Park, was renamed in 1986 in honor of those who served in all branches of the armed forces and all conflicts since the Civil War.	<ul style="list-style-type: none"> ▪ Flag Pavilion ▪ Memorial Markers ▪ Open Grass Areas ▪ Park Benches ▪ Reflection Pond ▪ Walking Paths
Volunteer Field	West 18th & South L Street Port Angeles, WA 98362	<p>Volunteer Field is a 7-acre park and athletic complex located adjacent to Fairchild International Airport and northwest of Lincoln Park. Both baseball and soccer are played here during different times of the year. Installed throughout the end of 2023, a new, top-of-the-line turf infield has been in use since Spring of 2024!</p> <p>Volunteer Field is a scheduled facility. Please contact our office for more information regarding use of the facility.</p>	<ul style="list-style-type: none"> ▪ Baseball Field ▪ Football Field ▪ Parking ▪ Restrooms ▪ Soccer Field ▪ Turf Infield
Waterfront Trail (Olympic Discovery Trail)	Lincoln St. and Front St Port Angeles, WA 98362	The Waterfront Trail follows the waterfront of Port Angeles. It extends from the Coast Guard Station entrance gate on Ediz Hook and wraps around the waterfront, connecting with the Olympic Discovery Trail. The Olympic Discovery Trail extends to Sequim with plans to lengthen the trail further to the east and west.	<ul style="list-style-type: none"> ▪ Beach Access ▪ Dog Waste Bag Dispensers ▪ Park Benches ▪ Trails ▪ Walking Paths
Webster's Woods Art Park	1203 E. Lauridsen Blvd. Port Angeles, WA 98362	The first sculptures were installed in Webster's Woods in 2000 and every year new pieces are presented through the Center's Art Outside program. Visitors can explore the site independently by using the park trails and discover artworks hanging in trees, burrowing in the ground, or camouflaged by the natural beauty of the foliage. Webster's Woods is free and open to the public year-round.	
Wolverton Park & Community Garden	825 W. 11th St. Port Angeles, WA 98362	Wolverton Park is located on West 11th & A Street in a residential neighborhood. Half of the park is open space, and the other half is a Community Garden.	<ul style="list-style-type: none"> ▪ Community Garden ▪ Open Field

Level of Service

Forecasted Needs

Forecasted needs for Port Angeles parks likely involve maintaining and upgrading existing infrastructure while addressing aging facilities to ensure safety and functionality. Depending on population growth and Level of Service standards, expanding parkland and improving equitable

access across neighborhoods may be necessary. Enhancing recreational opportunities through diverse facilities, improving accessibility for all abilities, and continuing the protection of natural areas and open spaces are also anticipated. Furthermore, ongoing trail development and connectivity, along with understanding and responding to evolving community needs through engagement, will shape future park priorities and development within the city.

The Capital Facilities Plan, attached in the Appendix, details upcoming capital improvement projects for parks and recreation over the next six-year planning horizon. This plan, which includes potential funding avenues, is updated annually to reflect evolving needs and priorities for the city's park system.

i Remove old Facilities Inventory.

Goals and Policies

- Goal 10A To acquire, develop, renovate and maintain a sustainable 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.
- P-10A.01** Provide Port Angeles with a diversity of open spaces, parks, and recreation facilities and programs appropriately distributed throughout the City.
- P-10A.02** 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** Retain and reflect the natural beauty that attracts visitors, business, and residents to the area.
- P-10A.04** Forge effective partnerships and strengthen ties with other public, private, and non-profit providers including providing high quality recreational opportunities.
- P-10A.05** Identify waterfront improvements to increase marine transportation and recreation.
- P-10A.06** 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 continue to provide or participate with private sponsors to provide high quality recreational opportunities.
- P-10A.08 Continue to participate as a partner in the extension of the Olympic Discovery Trail through the City to the western City limits.

Goal 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 to the broadest segment of the population.

- P-10B.01 Provide consistently high-quality recreational experiences to residents and visitors through a wide variety of park types and features.
- P-10B.02 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 Keep citizens involved and informed about parks and recreation issues, services, and family friendly features and amenities.
- P-10B.04 Manage Park facilities in a manner that will ensure public safety, identify family friendly features and amenities, and keep the parks free of misuse to the greatest extent possible and resulting in a sustainable and resilient park system.
- P-10B.05 Incorporate health and nutrition into parks and recreation programming.
- P-10B.06 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-10B.07 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 10C To establish and protect a visual character of the community through open spaces, streetscapes, borrowed landscapes, and publicly owned natural resource areas.

P-10C.01 Strive to protect and retain the natural beauty of the area.

P-10C.02 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. Emphasize use of planter strips with drought tolerant vegetation and bio-retention facilities.

Goal 10D 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.

P-10D.01 To encourage efficient transportation systems, support the use of shuttle services during events to move participants between venues.

Goal 10E 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.

P-10E.01 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.

Goal 10F 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 achieves the desired urban design of the City.

P-10F.01 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-10F.02 Adapt parks and recreation facilities to reflect the risks of climate change including sea level rise, extreme heat, extreme precipitation, and drought. Prioritize actions based on the critical nature of the facility.

i New Goal and assoc. policies moved from Land Use Goal G-3P.

G-3P [reloc.] 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 achieves the desired urban design of the City.

P-3P.01 [reloc.] Ensure that the development and planning of parks and recreational facilities is consistent with the Capital Facilities Element.

P-3P.02 [reloc.] Distribute public parks and recreational facilities equitably throughout the City to afford access to all residents.

i Old policy P-3P.03 below amended to focus it on only a single topic.

P-3P.03 [reloc.] Utilize land donated for public use to provide common open space, public buildings, parks, and recreational opportunities.

P-3P.04 [reloc.] 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-3P.05 [reloc.] Adapt parks and recreation facilities to reflect the risks of climate change including sea level rise, extreme heat, extreme precipitation, and drought. Prioritize actions based on the critical nature of the facility.

P-3P.06 [reloc.] Consider the relationship of parks and recreation facilities to emergency management and human health such as facilities used as community hubs. Consider business

continuity and economic development, such as the wharf, beaches, and trails.

- P-3P.07 [reloc.] 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. Adapt trail designs, materials, and locations to reflect the risks of sea level rise.

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Conservation Element

Introduction

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 action framework to support Port Angeles' long-range vision related to conservation. This includes efforts to optimize the city's relationship with its natural historic, and cultural setting by protecting and enhancing the environment and identifying and conserving sites and entities of historic or cultural significance.

Actions related to conservation goals and policies are included in Chapter 10, Implementation.

- i** Likely no appendix items in this section unless direction is given for mapping historic sites, culturally significant lands, areas with a need for greater environmental conservation and/or enhancement, etc.
- i** New text to be reviewed by City to confirm it aligns with the other Elements

Conservation and Sustainability Priorities

Protecting Natural Resources Today for a Healthier Tomorrow

As part of the visioning process for the comprehensive plan, Port Angeles residents were asked to rate the importance of various environmental initiatives. The results revealed clear community priorities that are seen as key to improving quality of life over the next 20 years:

- Waste reduction and recycling programs
- Water conservation efforts
- Tree planting initiatives for streets and parks
- Expanding urban green spaces

- Upgrading City infrastructure to be more resilient to climate change
- Promoting renewable energy development (solar, wind, tidal, etc.)
- Improving green transportation options (e.g., bike lanes, public transit, electric vehicle infrastructure)
- Neighborhoods with amenities within walking distance

The highest-rated priorities included waste reduction and recycling, followed by infrastructure upgrades to support climate resilience, and water conservation. These results reflect a shared community vision for environmental responsibility, resilience, and sustainable growth.

The following goals and policies build on these priorities to guide future conservation efforts in Port Angeles.

Goals and Policies

i The following goals and policies utilize the previous numbering system from the last plan (Conservation Element used to be 7 but is currently 5 in this update). Goals and policies will need to be renumbered after the City approval of changes.

Goal G-7A Promote sustainable development and land use that is compatible with the overall natural environment, historical, archaeological, and cultural amenities.

Policy P-7A.01 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.

i Removed Policy P-7A.02 as a similar one exists in the Land Use chapter and was similar to P-7A.03.

i Removed Policy P-7A.03 as it is similar to P-7A.05.

Policy P-7A.04 Building density should decrease as natural constraints increase.

Policy P-7A.05 Establish minimum and maximum standards for development of properties, which contain or adjoin critical areas for the purpose of protecting such areas and enhancing their natural functions.

- Policy P-7A.06 Regulate site design, preparation, and development to avoid or minimize damage to wetlands and other environmentally sensitive areas.
- Policy P-7A.07 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.
- Policy P-7A.08 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.
- Policy P-7A.09 Coordinate its environmental regulations with County, State, and Federal regulations to simplify the permitting process and to reduce associated costs to the land user.

i Removed 7A.10 from Conservation and moved to Climate Element

- Policy P-7A.11 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.

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

- P-7B.01 Maintain and preserve the City's unique physical features and natural amenities, such as creeks, streams, lakes, ponds, wetlands, ravines, bluffs, shorelines, and fish and wildlife habitats and including its air and water quality from new and existing sources including climatic change impacts.
- P-7B.02 Promote and highlight Port Angeles' plentiful natural beauty, amenities and cultural history.
- P-7B.03 Recognizing the functions and values of wetlands, the City should strive to achieve no net loss of wetlands.

i Removed 7B.04 as it is too broad and doesn't really define what types of lands these are or where they are located. It also introduces a strange tension between public and private development.

i Removed 7B.05 and 7B.06 because they are too similar to 7B.01

Policy P-7B.07 Develop and implement a plan to improve water quality, which includes measures to reduce and minimize stormwater pollutants and combined sewer overflow pollutant discharges.

i Removed Policy P-7B.08 as it is represented in Climate Element Goal 5 and its policies.

i Removed Policy P-7B.09 as it is similar to P-7B.08.

i Removed Policy P-7B.10 as it parallels policy in Goal 2 of the Climate Element

i Reworded 7B.11 for clarity

Policy P-7B.11 Prioritize long-term environmental benefits and impacts over short-term ones when making decisions.

i Combined Policy P-7B.12 to include language of P-7B.14, removed P-7B.14.

Policy P-7B.12 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. Including avoiding adverse impacts to archaeological sites by following and requiring best management practices for archaeological preservation.

Policy P-7B.13 Reference the most recently adopted Washington State Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas and other research identified as more locally appropriate and applicable when available as Best Available Science in the Critical Areas Ordinance.

i Combined Policy P-7B.12 to include language of P-7B.14, removed P-7B.14.

Policy P-7B.15 Publicly recognize the many values provided by trees in an urban setting and identify opportunities to plant trees.

i Removed Policy P-7B-16 because it is directly called out in Climate Element.

Policy P-7B-17 Plant trees 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.

- i** P-7B.18 to be removed from Conservation and moved to Climate
- 8i** Recommend to move 7B.19 to Utilities

-19

i Rec New Policies (Adapted from GMA Requirements)

NEW POLICY Reduce the risk of urban flooding by upgrading the public stormwater and sewer system and minimizing impervious surfaces in new development, such as by reducing parking requirements and de-paving key areas of existing development and public streets to replant native vegetation.

i New policy adapted from GMA requirements. This is also an item from the City's Climate Resiliency Plan (Strategy EH-2 #19)

NEW POLICY Map frequently flooded areas beyond the Federal Emergency Management Agency's (FEMA's) historical flood data to inform future development. Prohibit the establishment of permanent public infrastructure in these areas.

Goal G-7C To promote community awareness and education of the importance and responsible use of our environmental, historical, and cultural amenities, with a focus on minimally impacting these resources.

Policy P-7C.01 Continue to inform the public concerning the long-term benefits of protecting and improving the quality of the region's air, land, and water.

Policy P-7C.02 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 vegetation and wildlife and to mitigate for present and planned impacts in a manner consistent with the State Shoreline Management Act and the City's Shoreline Master Program.

Policy P-7D.01 Preserve shoreline areas for future generations by restricting or prohibiting development that would interfere with the shoreline ecology or irretrievably damage shoreline resources.

Policy P-7D.02 Maintain and restore riparian vegetation in shoreline areas and on tributary streams, which affect shoreline resources wherever possible.

Policy P-7D.03 Employ techniques to rehabilitate degraded shorelines for the purpose of shoreline stabilization and habitat enhancement wherever possible.

Policy P-7D.04 Preserve and protect aquatic habitats including shellfish habitat, and important marine vegetation by periodically evaluating and adapting fish and wildlife habitat policies and codes to address and mitigate climate risks.

Policy 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.

i Recommend to move 7D.06 to Utilities

Policy P-7D.07 Designate an adequate shoreline area for water-oriented commercial and industrial development based on the Land Use Element.

Policy P-7D.08 Locate shoreline uses and activities to avoid environmentally sensitive and ecologically valuable areas and to ensure the preservation and protection of shoreline natural areas and resources.

Policy P-7D.09 Locate utility facilities and rights-of-way outside of the shoreline area wherever possible or in established utility corridors, and if unavoidable, protect shoreline ecology and resources.

- i** GOALS G-7E and G-7F (and its associated policies) will be moved to Climate Element by the City.
- i** Goal G-7F is redundant as it is already in Goal 6 of the Climate Element.
- i** Goal G-7G to be removed as it is represented in Climate Element Goal 1
- i** New Goal and assoc. policies moved from Land Use Goal G-3O.

G-3O [reloc.] To create open space within the urban landscape, retain natural landscapes, preserve fish and wildlife habitat, and to provide natural corridors connecting wildlife habitats.

P-3O.01 [reloc.] Preserve unique or major natural landscape features such as marine shorelines, bluffs, ravines, streams, wetlands, wooded areas, endangered wildlife habitat, and other environmentally sensitive areas.

P-3O.02 [reloc.] Promote the preservation of wildlife habitat and open space corridors between the waterfront and Olympic National Park.

P-3O.03 [reloc.] Regulate access to natural areas open spaces so as to avoid degrading areas and to protect the rights of property owners. Discourage intensive recreational uses and construction of impervious surfaces in sensitive open spaces.

NEW POLICY Encourage the transition of non-conforming uses and properties to open space functions over time, including those in the creek riparian zones and on Ediz Hook.



Hazard Mitigation & Climate Resiliency Element

Introduction

The Hazard Mitigation and Climate Resiliency Element addresses the social, economic, and environmental sustainability of the City of Port Angeles to help better prepare the community members against climate impacts and natural hazards. This element encompasses natural hazards identified in the 2024 - 2029 Clallam County Multi-Jurisdictional Hazard Mitigation Plan as well as the climate resiliency priorities at the citywide and city government levels identified in the 2023 Climate Resiliency Plan.

This element reflects the unique priorities and values of our community while prioritizing impactful resilience actions that can be taken to improve the resilience of the community over the coming years. Through the goals and policies outlined below, the City will work towards building community resilience to help better prepare for natural hazards and climate impacts, reduce greenhouse gas emissions from local sectors and activities, and works towards a carbon-neutral future.

Existing Conditions

According to a 2019 Greenhouse Gas Emissions study, the City of Port Angeles' residents, businesses, employees, and visitors produced 132,597 metric tons of CO₂ which is approximately 6.7 MTCO_{2e} per person. Most of these emissions (68%) came from transportation and mobile sources, primarily on-road vehicles (59.3%). The second leading contributor to greenhouse gas emissions was waste at 15%, followed by process & fugitive emissions at 14.4%. The City's goal to reduce greenhouse gas emissions and achieve carbon neutrality by 2030 will only be achieved through the implementation of the Climate Resiliency Plan and incorporation of goals and policies directly related to hazard mitigation and climate resiliency.

Key hazards identified in the Multi-Jurisdictional Hazard Mitigation Plan include drought, flood, landslide, tsunami, sea level rise, wildfire, and wildfire smoke, among others. Past growth and development indicate that vulnerability to the identified natural hazards have generally increased for the City of Port Angeles since the previously prepared 2019 MJHMP and

will continue to increase over time. Since 2018, the City has reported several major disaster declarations including severe winter storms, straight-line winds, flooding, landslides, mudslides, snowstorms, and the COVID-19 Pandemic. Understanding the increased frequency of these natural hazards further illustrates the need for the City to improve its community resilience to existing and future hazards.

Where We are Headed

To achieve carbon neutrality by 2030 while also bolstering our community's resilience to natural hazards, the City will need to implement mitigation and adaptation measures across a variety of sectors. Greenhouse gas emission reduction alone will not get us to carbon neutrality; further goals and policies must be implemented to increase carbon sequestration throughout the city, increase the resiliency of our forested and natural areas, and allow for adaptive and best management practices to ensue as conditions change over the years, while balancing the need for housing demands.

i Below goal is adapted from the Land Use element goal G-3R.

Goal 1: Protect and improve ecosystems by increasing resilience to climate hazards that pose a risk to forest health, fish and wildlife habitats, and water quality. (Modified from Goal G-3R).

Policy 1.1 Establish and implement an Urban Forestry Program intended to retain, restore, and enhance the overall tree canopy and forest health throughout the city, including its critical areas.

Policy 1.2 Develop a Tree Protection Ordinance for all new developments requiring a minimum percentage of trees to be retained during development, including best management practices to ensure the health of the trees is maintained through all phases.

Policy 1.3 Conduct annual or biannual forest health assessments and tree risk assessments in all City-owned open spaces and forested parcels to prioritize risk reduction and forest health.

i Below goal is adapted from the Land Use element goal G-3B.

Goal 2: Resource protection, sustainability, and climate change. Establish and promote strategies to ensure Port Angeles is a sustainable and resilient community through resource conservation. Protect and enhance the area’s unique, natural, historical, archaeological, and cultural amenities. (Goal G-3B)

Policy 2.1 Assess climate migration impacts with forecasting every five years. Integrate the findings into the Comprehensive Plan, infrastructure plans, revenue and expense forecasting, and housing assessments.

i Below policy is adapted from the Land Use element policy P-3B.01.

Policy 2.2 Participate in State and Tribal government programs for the identification, preservation, and restoration of sites and structures that have historical or cultural significance.

i Below policy is adapted from the Land Use element policy P-3B.02.

Policy 2.3 Require low impact development techniques, including Green Building, where feasible, in all new developments.

i Below policy is adapted from the Land Use element policy P-3B.04.

Policy 2.4 Evaluate risks of development on coastal bluffs that are impacted by sea level rise and erosion.

i Below policy is adapted from the Land Use element policy P-3E.08.

Policy 2.5 Encourage design of new development that maximizes southern exposures and solar efficiency, protects from prevailing winds, and is designed to minimize energy use.

i Below policy is adapted from the Land Use element policy P-3E.06.

Policy 2.6 Encourage development to preserve native vegetation when feasible and use drought tolerant species in new landscaping, considering the impacts of climate change on our natural and built environment.

Policy 2.7 Work with conservation partners to establish a native plant nursery and seed bank to support long-term restoration and carbon sequestration efforts.

Goal 3: Protect and enhance the climate resilience of urban forests by implementing climate-smart forest management practices.

Policy 3.1 Create and adopt an Urban Forest Management and Implementation Plan to maintain and expand tree canopy cover, improve tree and watershed health, prioritize carbon sequestration, and build climate resilience.

Policy 3.2 Ensure all urban forest management plans include considerations for the impacts of climate change.

Policy 3.3 Encourage private forest landowners to increase the climate resilience of forests, steams, and associated ravines on their lands by making urban forest management plans publicly available, incentivizing the use of best management practices in forest management.

Policy 3.4 Perform forest health assessments in public spaces and sensitive areas and plan for their future success given the known climate hazards most likely to affect their growth.

Policy 3.5 Begin planting trees and other vegetation in parks and open spaces using a combination of assisted population migration and assisted range expansion in preparation for warmer, drier summers.

Goal 4: Increase tree canopy cover to reduce heat islands, improve carbon sequestration, reduce stormwater runoff and improve air quality, prioritizing neighborhoods and streets with the lowest amount of existing green infrastructure.

Policy 4.1 Continue the City Shade Street Tree Program to incentivize the installation of street trees throughout the community, aiming for a citywide tree canopy coverage target of 30%.

Policy 4.2 Update Port Angeles Municipal Code to reflect the need for improvements to the urban forest, specifically street trees and green infrastructure.

Policy 4.3 Maximize tree canopy coverage in surface parking lots.

Policy 4.4 Conduct canopy assessments on a routine basis to determine the effectiveness of programs such as the City Shade Street Tree Program.

Policy 4.5 Incentivize the use of drought-tolerant native and non-native, non-invasive species in new development and redevelopments.

Goal 5: Ensure the protection and restoration of streams, riparian zones, estuaries, wetlands, and floodplains to achieve healthy floodplains that are more resilient to climate change.

Policy 5.1 Protect and restore watershed-scale processes to maximize the ecological benefits and climate resilience of riparian ecosystems, utilizing best available science.

Policy 5.2 Protect and restore riparian vegetation to reduce erosion, provide shade, and support other functions that improve the resiliency of our urban streams.

Policy 5.3 Increase aquatic habitat resilience to low summer flows by increasing the time water is stored on the landscape through floodplain connectivity, restoration and retention of native vegetation.

Policy 5.4 Update the Critical Areas Ordinance to expand the protection and restoration of environmentally sensitive areas throughout the city, meeting state and federal

requirements and utilizing best management practices throughout.

Policy 5.5 Acquire properties or conservation easements on properties that are most vulnerable to climate-exacerbated hazards with the highest likelihood of becoming unsuitable for future development.

Goal 6 Improve emergency preparedness, response, and recovery efforts to mitigate risks and impacts to climate hazards such as extreme heat, drought, flooding, sea level rise and wildfire. (Modified from Goal G-5F)

Policy 6.1 Adopt the 2025 Clallam County Multi-Jurisdictional Hazard Mitigation Plan in its entirety.

Policy 6.2 Identify and prioritize critical facilities within Port Angeles in need of back-up generators.

Policy 6.3 Protect and enhance the climate resilience of urban forests by implementing climate-smart forest management.

Policy 6.4 Identify the Wildland-Urban Interface and implement strategies for reducing wildfire risk potential in these areas.

Policy 6.5 Develop a community-wide wildfire resilience strategy to improve emergency response capabilities, create fire-resilient landscapes, protect the local economy, and foster short- and long-term recovery in the event of a wildfire.

i Below goal and policies being considered for placement in this element or the Land Use element, where it exists today.

Goal 7: Environmentally Hazardous Sites. Actively pursue and participate in environmental remediation of contaminated sites and vacant industrial lands using best available science.

Policy Establish a vision for the future use and development of the old Rayonier Mill site based on post-cleanup conditions and development capacity, housing needs, economic development potential, enhanced public

shoreline access, and opportunities to preserve of open space and enhanced and marine wildlife habitat.

Policy Designate the Rayonier cleanup sites on M Street as future open space.

Policy Explore funding opportunities to assist with the cleanup of environmentally hazardous sites throughout town, improving the economic development and feasibility of these locations.

i Below goal is adapted from the Land Use element goal G-3N.

Goal 8: Make Port Angeles food secure by promoting local and regional sustainable agriculture, utilizing multiple sources for food production and procurement, and increasing food production within the City. (Goal G-3N)

i Below policy is relocated from Land Use policy P-3N.02.

Policy 8.1 Encourage partnerships between local farms/farmers and residents to establish local food production projects and local composting and green waste recycling projects.

Policy 8.2 Connect local farms/farmers with the North Olympic Land Trust for the preservation of farmland through the use of conservation easements.

i Below policy is adapted from Land Use policy P-3N.03.

Policy 8.3 Facilitate policies between the Department of Community and Economic Development and the Department of Public Works & Utilities that foster agreement and resource availability systems for allowing gardening for food, habitat, or both in the right-of-way (e.g., planting strips) and explore irrigation and planting incentives.

Policy 8.4 Update the list of approved street trees in the Urban Standards and Guidelines to include a variety of fruit bearing trees.

i Below policy is adapted from Land Use policy P-3N.05.

Policy 8.5 Update language around animal husbandry within the City to break down barriers to owning and raising small livestock.

Goal 9: Ensure environmental justice by providing all residents an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.

Policy 9.1 Continue to implement residential conservation and rebate programs to provide equitable access to energy saving opportunities.

Policy 9.2 Ensure all community members have equitable access to green space within 1/3 mile of their home.

Policy 9.3 Utilize a variety of mechanisms for disseminating information regarding climate hazards and preparedness, including the City's website, social media platforms, City Council meetings, utility billing stuffers, and posting information at City Hall.

Goal 10: Improve public transit, active transportation, and zero-emission vehicle access, making transportation safer, cleaner, and more accessible to all community members.

Policy 10.1 Improve trails, sidewalks, streets, and public facilities to encourage walkability and non-motorized transportation.

Policy 10.2 Increase multimodal capacity in coordination with the location of higher-density housing and commercial centers to reduce single-occupancy vehicle dependence and greenhouse gas emissions.

Policy 10.3 Incentivize electric vehicle infrastructure in new residential and commercial developments.

Policy 10.4 Incentivize electrification of the city's Port infrastructure and allow marine electrification.

Policy 10.5 Explore alley conversion into attractive pedestrian zones for improved access to local businesses.

Policy 10.6 Encourage development of low-carbon-impact transportation infrastructure.



Transportation Element

Introduction

The Transportation Element provides a framework that guides transportation investments over the next 20 years to support the City of Port Angeles 2025 Comprehensive Plan and comply with the Washington State Growth Management Act. This Transportation Element incorporates community values into overarching goals to guide investments as Port Angeles continues to evolve. The plan integrates Port Angeles' current efforts and emphasizes active transportation connections, accessibility for all, and safety. This Transportation Element envisions the future of Port Angeles' transportation system with the following goals:

- Develop a coordinated, multimodal transportation system, which serves all areas of the city and all types of users in a safe, accessible, economical, and efficient manner.
- Enhance network connectivity, prioritize emergency response, and promote climate resiliency through sustainable transportation innovations.
- Move people and goods safely by improving circulation and transportation facilities
- Strengthen connections for industry and commerce, promoting prosperity, safety, and equity.
- Ensure the maintenance and improvement of transportation facilities are in alignment with the City's plans and standards, while adapting to climate risks and coordinating with different partners or stakeholders.

Several national, state, and regional agencies influence transportation mobility options in Port Angeles, including the United States Department of Transportation, Washington State Department of Transportation, Peninsula Regional Transportation Planning Organization, Port of Port Angeles, and Clallam Transit. The Transportation Element aims to direct the City's strategic efforts in local investments to develop a connected, multimodal transportation system that integrates regional transportation facilities and services with sustainable funding.

Existing Conditions

Port Angeles' transportation network supports various modes of travel, including walking, bicycling, driving, public transportation, and freight. According to 2023 census data¹, among workers 16 years or older,

¹2019-2023 American Community Survey (ACS) 5-Year Estimates. Table S0801. US Census Bureau, 2023.

approximately 73% drive alone to work, 10% carpool, 4% walk, 2.5% use public transportation, less than 1% use bicycles, and less than 1% use taxis, motorcycles, or other means. The remaining 8.5% work from home. While vehicular travel is the primary mode of transportation, the City also promotes active transportation by investing in bicycle and pedestrian facilities to address network gaps and to enhance safety. The city has shared use paths or trails for bikes and pedestrians, and continuous sidewalks east of Tumwater Creek. Clallam Transit provides transit services, including the Strait Shot between the downtown Gateway Transit Center and Bainbridge Ferry Terminal. Black Ball Ferry connects to Victoria, BC, Canada, from the waterfront. The William R Fairchild International Airport in the west part of the city no longer offers regular commercial flights since Kenmore Air ceased operations in 2008. This section outlines the current conditions of different modes of transportation in Port Angeles. For a comprehensive review of existing conditions, please see the *Transportation Appendix*.

Roadway Network

Streets are the foundation of multimodal travel in Port Angeles. They support the lives and activities of the city's residents and visitors. Port Angeles' street network is classified into four categories by functions and average daily traffic volumes: local/access roads, collector arterials, minor arterials, and principal arterials. **Figure 1** shows the street network with their classifications. Following the replacement of the Lauridsen Boulevard Bridge, the City has observed increased traffic demand along E Lauridsen Boulevard between S Lincoln Street and S Race Street in the past ten years. As conditions evolve, the City may consider reclassifying this segment to a principal arterial to better reflect its function.

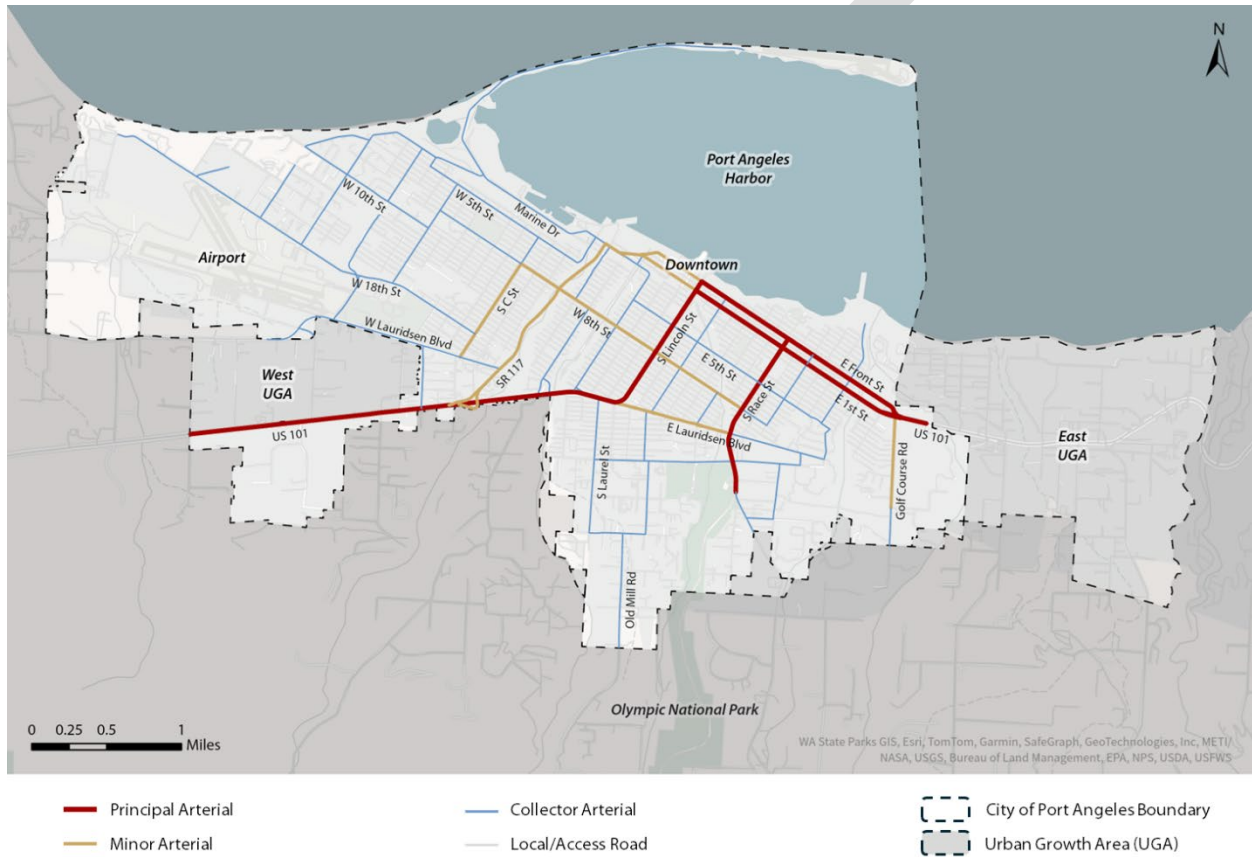
US Highway 101 (US 101) traverses through the city east-west and connects to regional destinations on the north end of the Olympic Peninsula. Within the City's limit, US 101 splits into a one-way couplet at 1st Street and Front Street between S Lincoln Street and Golf Course Road.

Port Angeles has historically been a small community supported by its lumber industry and mills, which nourished its economy and residents. S Tumwater Truck Route (SR 117) connects US 101 between the 1st/Front Street couplet and W Lauridsen Boulevard along the Tumwater Creek, accommodating freight mobility including the logging trucks which routinely load and off-load at marine terminals in Port Angeles harbor.

Port Angeles is also known for its natural features including forests, creeks, and mountains, and serves as a gateway to the Olympic National Park. While these natural features offer numerous amenities, they also

constrain the city's transportation network: the city's roads are divided by creeks running from south to north, which disrupt the otherwise well-connected grid network and necessitate reliance on bridges over the creeks. Currently, W 8th Street Bridge and W Lauridsen Boulevard allow passage over Tumwater Creek and Valley Creek. E 8th Street and E Lauridsen Boulevard provide access over Peabody Creek. To cross White Creek, however, one must use the 1st/Front Street couplet, as no through routes are available to south.

Figure 1: Roadway Functional Classification



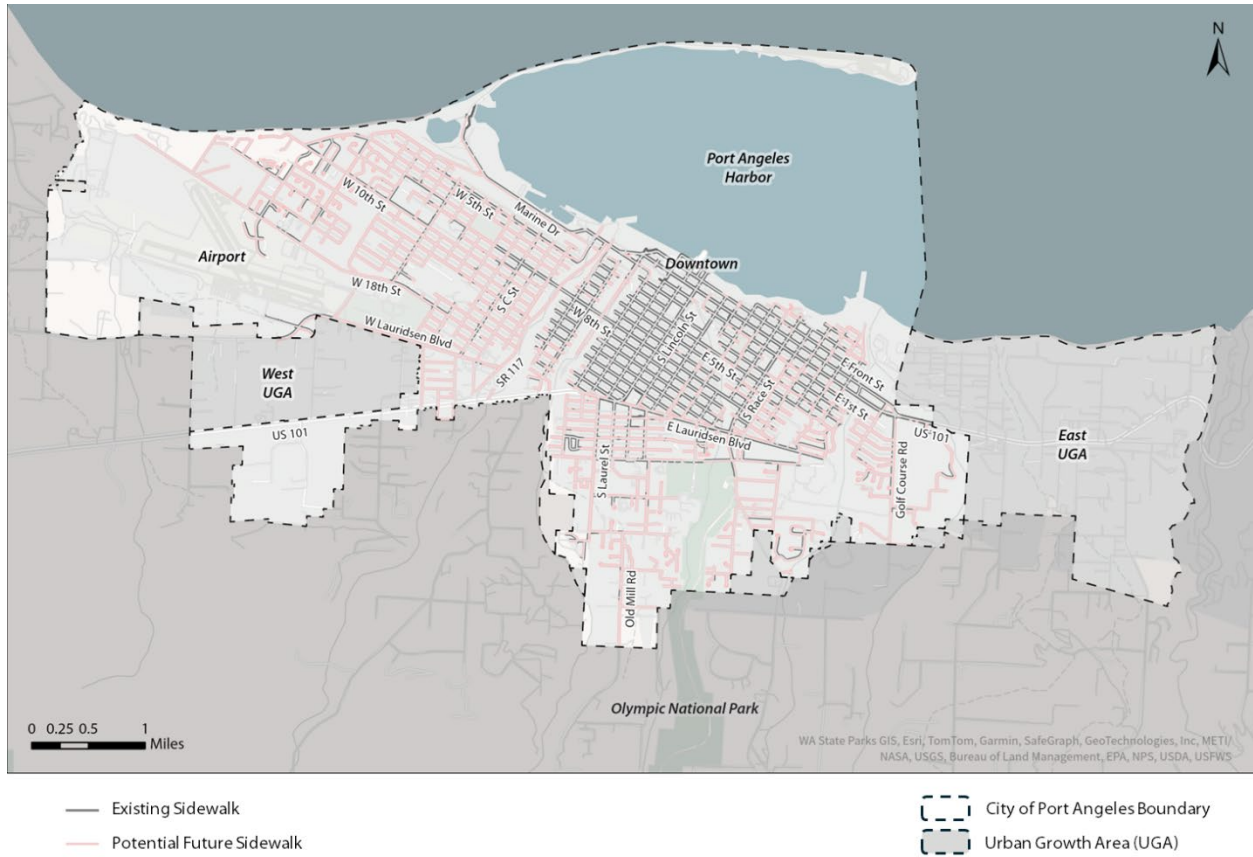
Source: City of Port Angeles, Fehr & Peers, 2025.

Pedestrian & Bicycle Network

Port Angeles' pedestrian and bicycle network consists of sidewalks and shared use paths or trails. Most of the City's sidewalks are located east of Tumwater Creek and north of Lauridsen Boulevard, both along arterial roads and within residential areas. Sidewalks are largely absent in other areas of Port Angeles. The current sidewalk infrastructure within the city totals approximately 83 miles, accounting for both sides of a road. The City has identified a need to expand its sidewalk infrastructure. **Figure 2**

shows the current sidewalks in Port Angeles, as well as potential future sidewalks (e.g., areas where no sidewalk exists).

Figure 2: Sidewalk Network in Port Angeles



Source: City of Port Angeles, Fehr & Peers, 2025.

Existing bicycle facilities include the Waterfront Trail, the Olympic Discovery Trail, and dedicated bike lanes. In all, these facilities total approximately 14 miles within Port Angeles. As shown in **Figure 3**, the City has constructed dedicated bike lanes along the following corridors:

- Front Street between Marine Drive and N Lincoln Street
- 1st Street between Marine Drive and N Alder Street
- S Lincoln Street between 1st Street and E 8th Street
- E 8th Street between S Peabody Street and S Race Street
- E Lauridsen Boulevard between S Lincoln Street and S Race Street
- W 8th Street between S Lincoln Street and S A Street.
- W 10th Street between S N Street and S I Street

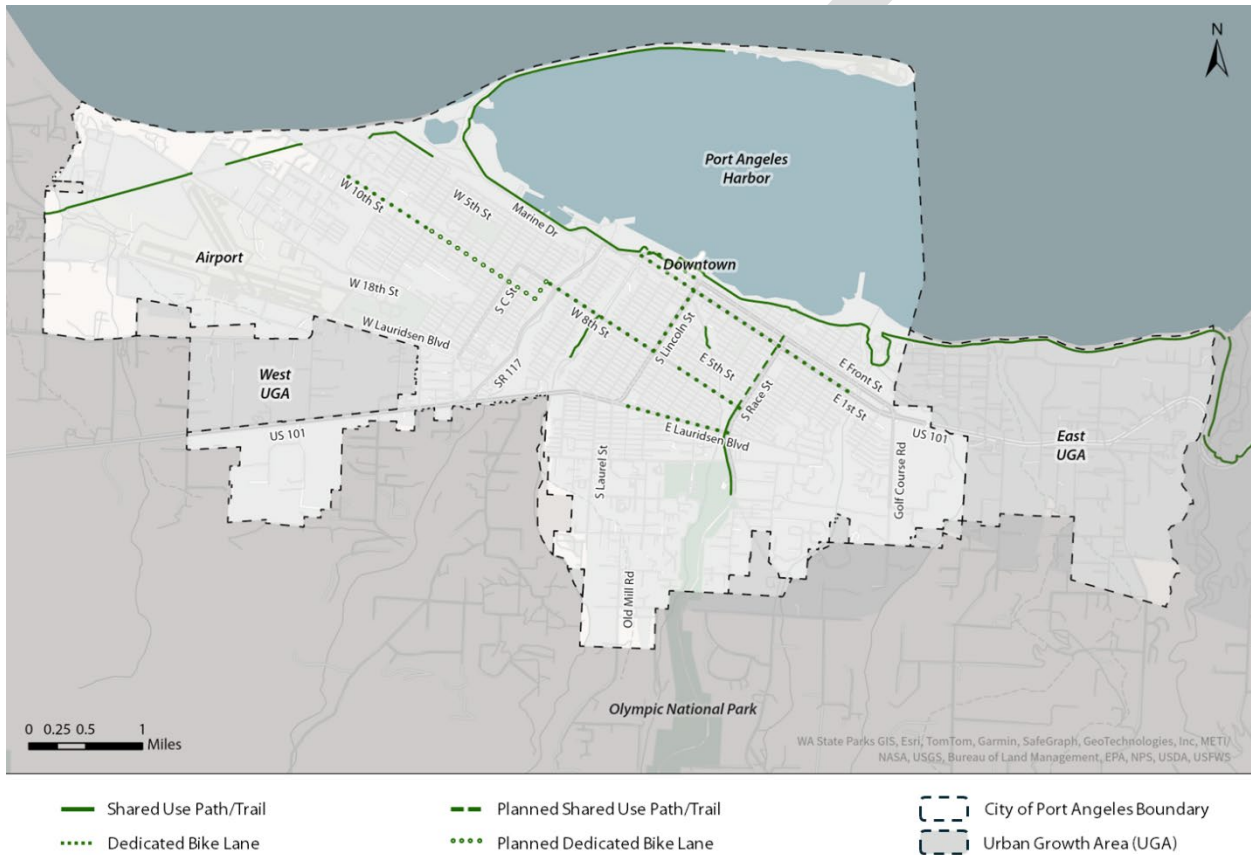
As this plan is being drafted, the City has secured funding for additional dedicated bike lanes to be designed and constructed in 2025 and 2026:

- S A Street between W 8th Street and W 10th Street

- W 10th Street between S A Street and S I Street

Upon completion, the existing and near-term built dedicated bike lanes will constitute a total of six miles. Besides near-term projects, the Race Street Complete Street Project will add another 0.6-mile shared use path/trail between E 8th Street and Front Street. The project is scheduled to enter the planning and design phase in 2025. **Figure 3** illustrates the existing and near-term bicycle and pedestrian facilities within Port Angeles city limits.

Figure 3: Bicycle Network in Port Angeles



Source: City of Port Angeles, Fehr & Peers, 2025.

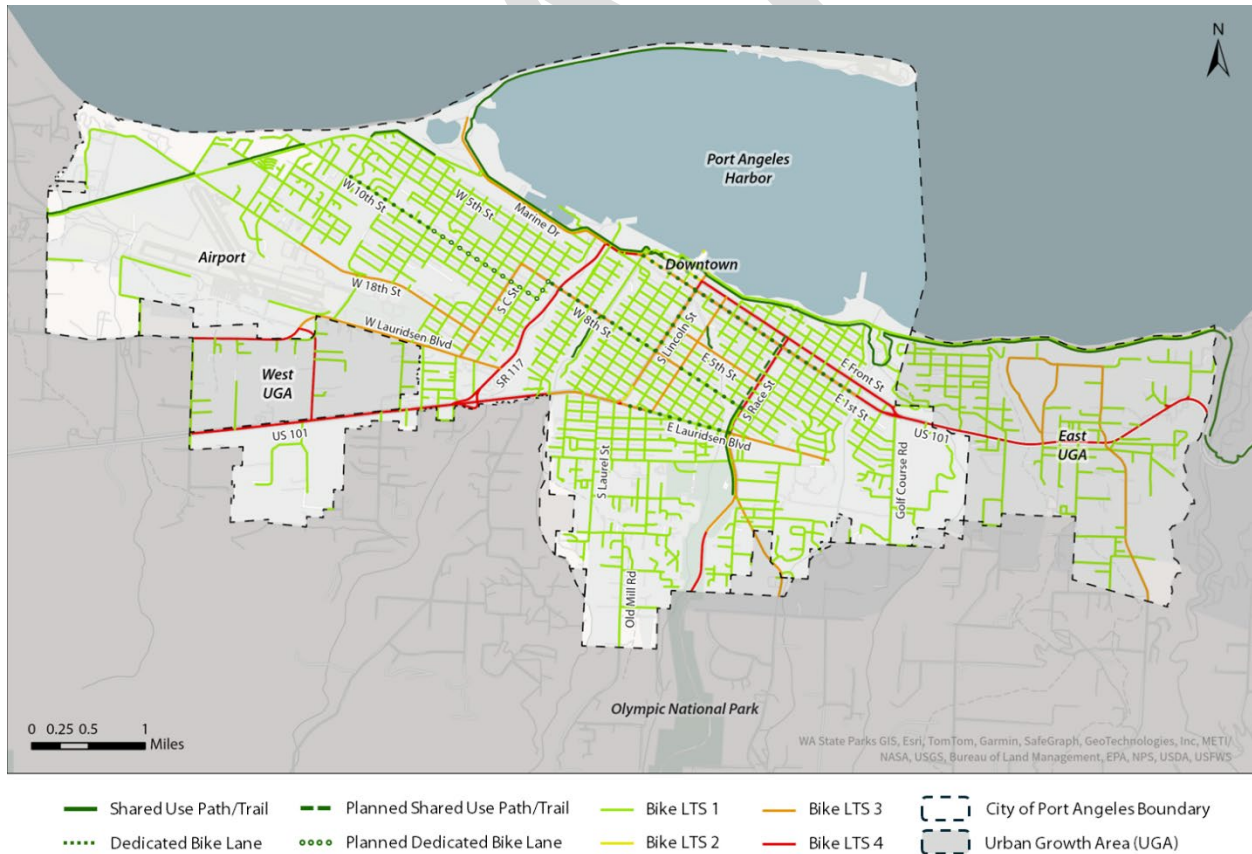
One of the quantifiable metrics that Port Angeles could use to evaluate the quality of existing bicycle infrastructure is bicycle level of traffic stress (LTS). LTS scores range from 1 to 4, with the lowest level of traffic stress is classified as LTS 1, where a wide range of users feel safe and comfortable on an active transportation facility and the highest level of traffic stress classified as LTS 4, where most users feel uncomfortable when walking or biking. Overall, the bicycle LTS can be described as follows:

- LTS 1: Bicycle facilities are safe and comfortable for people of a wide range of ages and abilities.

- LTS 2: Bicycle facilities are comfortable for most adults but may include small segments that exceed the tolerance for people of a wide range of ages and abilities.
- LTS 3: Bicycle facilities are tolerable for confident, experienced bicyclists and pedestrians.
- LTS 4: Bicycle facilities are missing and/or uncomfortable for most people and serve as a barrier to biking for many.

Currently, the City of Port Angeles has not adopted methodology for determining bicycle LTS, so a set of criteria was developed by Fehr & Peers to analyze current conditions and to help identify potential future active transportation projects. Detailed criteria for determining bike LTS are documented in the appendix. **Figure 4** below shows the results of bike LTS in Port Angeles. Most of the local access streets are classified as LTS 1 because streets in residential areas usually have lower speed limits and traffic volumes, which create a safer environment for cyclists. Note that the results do not consider any planned facilities even though they are labeled on the map for reference.

Figure 4: Current Bicycle Level of Traffic Stress (LTS)



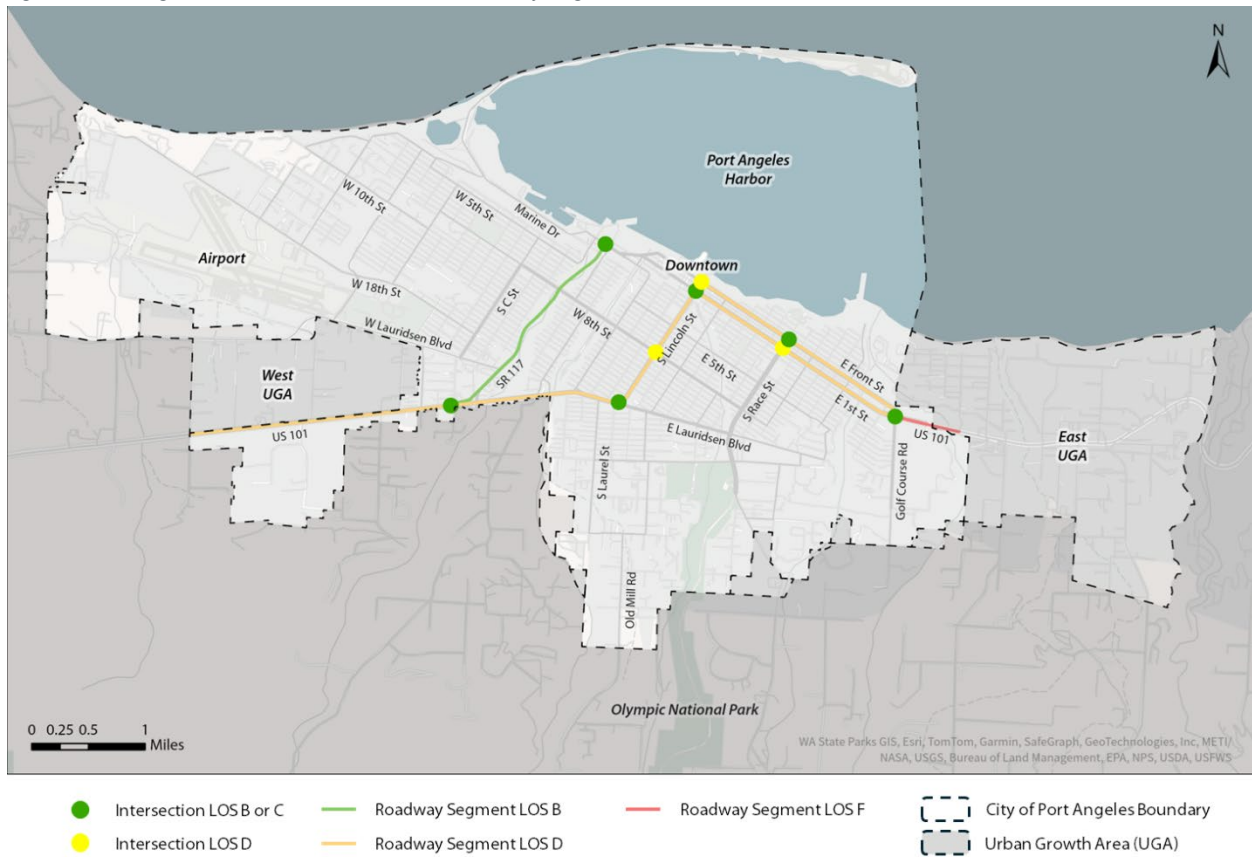
Source: City of Port Angeles, OpenStreetMap, Fehr & Peers, 2025.

According to the Capital Facility Element of the Comprehensive Plan, traffic operations on all arterial streets shall function at an average daily Level of Service (LOS) of D or better. LOS is a term that qualitatively describes the operating performance of an intersection or on a roadway segment. LOS is reported on a scale from A to F, with A representing the lowest delays and F the highest. **Table 3** provides a brief description of each LOS letter designation based on the Highway Capacity Manual (HCM), 6th Edition.

Figure 5: Study Intersections and Segments



Figure 6: Existing Conditions Intersection and Roadway Segment LOS Results



Source: Fehr & Peers, 2025.

Safety

Collision data from 2019 to 2023² was obtained from WSDOT to identify collision hotspots in Port Angeles. Key findings include:

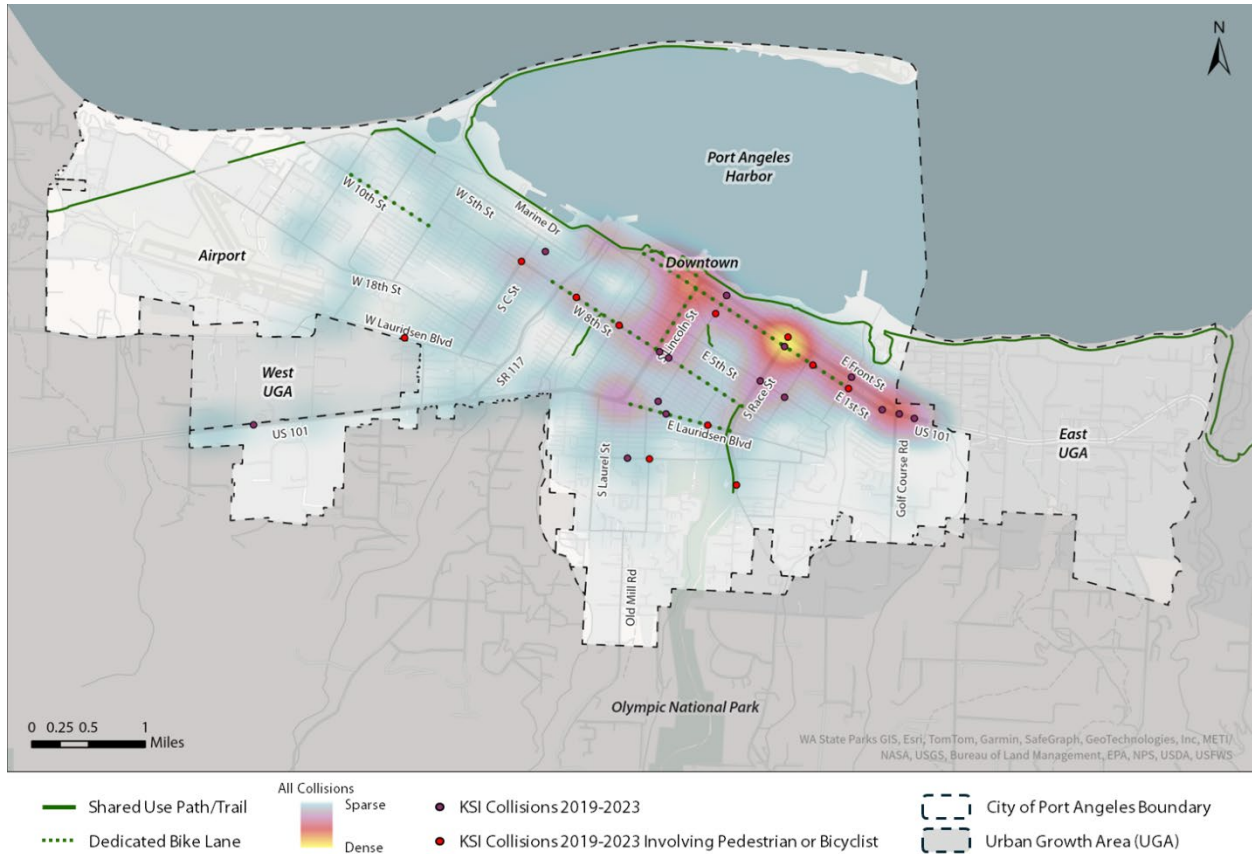
- 1,290 collisions were reported along streets within the city's limits during this time.
- 26 of these collisions involved pedestrians, and 24 involved bicyclists.
- 25 collisions resulted in serious injuries, and 10 of the serious injury collisions involved pedestrians or bicyclists.
- One collision resulted in the death of a bicyclist. This collision occurred on E Lauridsen Boulevard west of Race Street.

Figure 9 illustrates where collisions were most frequent, noting the specific locations of collisions that resulted in a fatality or serious injury, based on the 2019-2023 WSDOT data. The map reveals that most of the

² 2023 data was the most recent data available by the time this plan is drafted.

collisions happened along the principal arterials and in particular at intersections along the 1st/Front Street couplet. In addition, according to the City staff, there was another fatal collision that happened on US 101 near Del Guzzi Drive in 2024.

Figure 7: Collisions in the Past Five Years within the City's Limit



Source: Fehr & Peers, WSDOT, 2025.

Source: City of Port Angeles, Fehr & Peers, 2025.

Potential Future Investments

The previous sections describe the City's vision for accommodating travel for everyone in Port Angeles as guided by a framework of multimodal networks and policies to achieve this vision. This section describes the Transportation Element project needs, which if addressed, would provide a safer and more connected multimodal system utilizing a Complete Streets approach to improvements to address identified needs. The following section also describes the City's anticipated financial resources over the next 20 years to implement projects that address these needs.

During the Transportation Element development process, many transportation needs and project ideas to meet those needs were

identified across the city. Project ideas came from a variety of sources including community ideas shared during the Comprehensive Plan outreach events, projects carried forward from past plans, projects identified as needed to provide sufficient capacity to accommodate Port Angeles' planned growth, as well as projects that would help construct the modal networks presented in the previous section.

Over 100 ideas were identified (see the Future Project Ideas List in the appendix that describes these project ideas). These project ideas are high-level, not prioritized or financially constrained, but encompass the complete list of possible project needs identified through this planning process. Project ideas are grouped into the following categories:

- **Programmatic Projects:** These are ongoing investments in the city's transportation system to ensure it continues to function. Programmatic expenditures can include pavement preservation, ADA spot improvements, and upgrades to existing signals.
- **Mitigation Projects:** These include capacity enhancements geared at maintaining the city's LOS standard. Investments include efforts to monitor the performance of key segments along US 101 and building a roundabout at the intersection of US 101 and Golf Course Road.
- **Active Transportation Connectivity Projects:** These are trails, bicycle and pedestrian facilities to encourage active transportation, prioritizing connections of existing bicycle facilities and roadways identified in school walking routes projects that do not have sidewalks on either side of the road.
- **Safety Projects:** These are projects that address identified safety concerns by adding dedicated facilities for people walking and bicycling and reducing vehicle conflict points.
- **Freight Connectivity Projects:** These are projects that support freight mobility in the city, including the development of an alternative truck route.
- **Other CFP/TIP Projects:** These are projects already on adopted plans, such as the Capital Facilities Plan and the Transportation Improvement program. These projects represent long standing commitments citywide.

Fiscally Constrained Project List

The prior section established that Port Angeles can expect roughly \$74 million to manage and expand its transportation system over the next few decades. While \$74 million is a substantial amount of funding for transportation, it is nowhere close to the level of revenue that would be

needed to fully fund the project needs presented in appendix. **Table 9** presents Port Angeles’ fiscally constrained list of projects and programmatic investments for the 20-year horizon of this TE. This list includes programs and projects that the City of Port Angeles has already committed to funding, as well as projects that would be needed to meet the City’s concurrency requirements through 2045. These projects total approximately \$74 million in transportation mobility investments which consists of approximately \$44 million³ for operations and approximately \$30 million for capital projects.

Table 1: Fiscally Constrained 20-Year Project List

ID	Project Name/Location	Project Description	20-Year Cost Estimate
<i>Programmatic Projects</i>			
1	Revolving Street Improvements	Street related small capital projects throughout the City for asphalt, sidewalks and curbing.	\$600,000
2	Complete Street Revolving Fund	The focus of this program is to install, or repair sidewalks, curb ramps, bike lanes, and other complete street elements to maintain safety for pedestrians in Port Angeles roadways and meet Council and citizen expectations for complete streets.	\$3,000,000
3	Traffic Control Improvements at Signalized Intersections	Implementing leading pedestrian interval and signal coordination on City signalized intersections.	\$1,600,000
4	Traffic Control Improvements at Uncontrolled Intersections	This project will install stop signs, yield signs or traffic circles at priority uncontrolled intersections.	\$350,000
5	Downtown Traffic Study	The project will study options for modifying street and alley lane directions, number of lanes, and limiting vehicle access or creating pedestrian malls, in order to facilitate improve access, mobility, safety, parking, community gathering spaces, and economic development.	\$50,000
6	Waterfront Trail Renovation and Sustainability Study	This project is to study the sustainable improvement options along the downtown waterfront Olympic Discovery Trail.	\$1,000,000

³ According to City staff, the whole Operation budget which includes Wages, Material, etc. for 2025 is \$2,206,600. The estimated 20-year operation budget is derived by \$2 million multiplied by 20.

7	Prioritize Pavement Maintenance	This project includes patching, chip sealing, and HMA overlay to distressed pavement areas.	\$20,000,000 ¹
8	ADA Transition Plan Implementation	This project details the implementation of the City's ADA Transition Plan	\$3,000,000 ²
<i>Mitigation Projects</i>			
9	1st/Front Street between S Lincoln St and S Golf Course Road	The city will keep monitoring traffic volumes, with the results guiding the evaluation of access control measures and the implementation of capacity enhancements based on future traffic growth.	\$500,000
10	US 101 between S Golf Course Road and N Baker Street	The city will keep monitoring traffic volumes, with the results guiding the evaluation of access control measures and the implementation of capacity enhancements based on future traffic growth.	\$500,000
11	US 101/Golf Course Road intersection	Replace existing signal-controlled intersection with a roundabout	\$8,500,000
<i>Active Transportation Connectivity Projects</i>			
12	Stevens Middle School Walking Routes	Install sidewalks and curb ramps on designated school walking routes near Stevens Middle School.	\$915,000
13	Sidewalks & Paving for Mt Angeles Road & Porter Street	Sidewalks along Porter Street and Mt Angeles Road do not currently exist. These are walking routes to Peninsula College, Franklin Elementary School, the Boys & Girls Club and Port Angeles High School. Install sidewalks, with curb ramps and asphalt on designated school walking routes from Eckert North to Park Ave on both Porter Street and Mt Angeles Road.	\$3,000,000
<i>Safety Projects</i>			
14	Olympic Discovery Trail between S Valley Street and Boathaven Drive	Build physical buffer between the trail and vehicular traffic.	\$2,000,000
15	Marine Drive and other streets near the port	Dedicated facilities (trails, bike lanes) and enhanced signage along Marine Drive and other streets in the vicinity of the port provide additional protection for cyclists from freight traffic. Intersection improvements for Port Access along Marine Drive.	\$8,500,000

16	US 101 between Golf Course Road and N Baker Street	Reconfigure the segment to be right-in-right-out.	\$1,000,000
<i>Freight Connectivity Projects</i>			
17	Lincoln, Laurel & Lauridsen Intersection	Improve the intersection at Laurel Street and Lauridsen Boulevard. The City is researching both traffic signal and roundabout options.	\$4,000,000
18	Truck Route at Hwy 101 Intersection	Reconfigure the interchange to allow westbound-to-northbound and southbound-to-eastbound truck movements and provide improved channelization for westbound US 101 to northbound SR 117.	\$13,305,300
Total 20-Year Capital Projects Cost Estimate			\$71,820,300
Total 20-Year Capital Projects Funding Estimate			\$74,000,000

1. Assuming \$1,000,000 per year as a minimum for the next 20 years. Higher cost is likely warranted. Detailed cost estimates will be based on the forthcoming Pavement Management Plan.

2. \$3,000,000 per year is the fiscally constrained cost. Costs could be higher with more projects from the ADA Transition Plan.

Source: City of Port Angeles, Fehr & Peers, 2025.

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All edits shown here started from Goals and Policies languages used in the previous Comprehensive Plan

Goals and Policies

i Transportation Goals and Policies will be reframed under 5 different goal themes: 1) multimodality, 2) route redundancy and climate resiliency, 3) focus on safety, 4) balance of industry and commerce, and 5) system maintenance. Each goal theme will have its own goal language that guides corresponding policies.

i The first goal in the previous comp plan is retained for the multimodality goal theme.

Goal G-7A To develop a coordinated, multimodal transportation system, which serves all areas of the city and all types of users in a safe, accessible, economical, and efficient manner.

i Previous Policy P-4A.01 is edited and moved under the Goal G-7C which focuses on safety.

i Previous Policy P-4A.02 and P-4A.03 are edited and moved under the Goal G-7E which focuses on system maintenance.

i Previous Policy P-4A.04 is moved to the Capital Facility Element.

i Previous Policy P-4A.05 is moved to the Economic Development Element.

i Previous Policy P-4A.06 is retained but renumbered for the updated Goal G-7A.

Policy P-7A.01 Improve trails, sidewalks, streets, and public facilities to encourage walkability and non-motorized transportation

i Previous Policy P-4A.07 is edited to avoid being overly specific on Clallam Transit's actions. It is also renumbered for the updated Goal G-7A.

Policy P-7A.02 Support Clallam Transit in expanding public transit infrastructure and services to ensure equitable and safe access to transit service and decrease the need for travel in single-occupancy vehicles.

i New Policy P-7A.03 is edited and moved from the previous Policy P-4B.09.

Policy P-7A.03 Consider traffic flow and transportation system user safety and comfort in designing parking resources (on-street and off-street) as well as commercial loading.

i New Policy P-7A.04 is edited and moved from the previous Policy P-4B.13.

Policy P-7A.04 Support public and private transportation providers to provide greater access and opportunities to residents, including advocating for Sunday and holiday service.

i New Policy P-7A.05 and P-7A.06 are moved and expanded from the previous Policy P-4C.01.

Policy P-7A.05 Provide safer and more interconnected bicycle and pedestrian facilities by building sidewalks on school walking routes and on roadways with high level of traffic stress for bicycling and establish multimodal level of service standards.

Policy P-7A.06 Design and construct roadway improvements to be accessible by all, create convenient and safe crossing opportunities, reduce pedestrian and cyclist exposure to vehicle traffic, and lower vehicle speeds.

i The second goal is now dedicated to the route redundancy and climate resiliency goal theme.

Goal G-7B To enhance network connectivity, prioritize emergency response, and promote climate resiliency through sustainable transportation innovations.

i Previous Policy P-4B.01 is edited and moved under the Goal G-7E which focuses on system maintenance.

i Previous Policy P-4B.02 and Policy P-4B.03 are merged to reduce redundancy and focus more on the downtown area, also not only on trucks. It is also renumbered for the updated Goal G-7B.

Policy P-7B.01 Facilitate the planning processes necessary for the development of an alternate local cross-town route with improvements around the downtown area.

- i** Previous Policy P-4B.04 is edited and moved under the Goal G-7C which focuses on safety.
- i** Previous Policy P-4B.05 is edited to focus on prioritizing emergency services rather than identifying alternative routes for the east-west connection. It is also renumbered for the updated Goal G-7B.

Policy P-7B.02 Look for ways to prioritize emergency service vehicles and prepare detour plans and signage for east-west accessibility especially in case of natural hazards.

- i** Previous Policy P-4B.06 and P-4B.07 are edited and moved under the Goal G-7E which focuses on system maintenance.
- i** Previous Policy P-4B.08 is edited and renumbered for the updated Goal G-7B.

Policy P-7B.03 Locate principal, minor, and collector arterial streets on the edge of neighborhood boundaries wherever possible.

- i** Previous Policy P-4B.09 is edited and moved under the Goal G-7A which focuses on multimodality.
- i** Previous Policy P-4B.10 is edited to add evacuation considerations. It is also renumbered for the updated Goal G-7B.

Policy P-7B.04 Emergency response and evacuation should be key factors in residential subdivision street designs and circulation patterns.

- i** New Policy P-7B.05 and P-7B.06 are moved and expanded from the previous Policy P-4E.01 so that they won't solely focus on electric vehicles (EV).

Policy P-7B.05 Coordinate land use and transportation plans and programs with other public and private stakeholders that promote climate resiliency.

Policy P-7B.06 Encourage parking management, vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of mobility options that reduce VMT.

- i** New Policy P-7B.07 is edited and moved from the previous Policy P-4F.01 to talk about emergency evacuation at a high level.

Policy P-7B.07 Improve current emergency evacuation routes by identifying alternative east-west connections and more accessible routes to assembly areas.

- i** Previous Policy P-4B.11 is edited and moved under the Goal G-7E which focuses on system maintenance.
- i** Previous Policy P-4B.12 is deleted because there is no clear definition to “second developed right of way”.
- i** Previous Policy P-4B.13 is edited and moved under the Goal G-7A which focuses on multimodality.
- i** Previous Policy P-4A.04 is moved to the Climate Element.
- i** The third goal is now dedicated to the focus on safety goal theme.

Goal G-7C To move people and goods safely by improving circulation and transportation facilities

- i** Previous Policy P-4C.01 is edited and moved under the Goal G-7A which focuses on multimodality.

- i** New Policy P-7C.01 is edited and moved from the previous Policy P-4A.01.

Policy P-7C.01 The safety of vulnerable roadway users shall be a primary concern in developing Port Angeles’ circulation system.

- i** New Policy P-7C.02 is moved from the previous Policy P-4B.04. It is also edited to be more inclusive to any roadway in the City than just focusing on US 101.

Policy P-7C.02 Strengthen the city’s development regulations as necessary to preserve right-of-way along roadways to facilitate implementation of the City’s adopted Complete Streets policy.

- i** The fourth goal is now dedicated to the balance of industry and commerce goal theme.

Goal G-7D To strengthen connections for industry and commerce, promoting prosperity, safety, and equity.

- i** Previous Policy P-4D.01 and P-4D.02 are edited and moved under the Goal G-7E which focuses

on system maintenance.

i This new Policy P-7D.01 is trying to improve truck's maneuvering at intersections.

Policy P-7D.01 Improve turning movements between the roadway network and industrial sites by prioritizing safety, accessibility, and efficiency, while considering traffic flow and maneuvering space.

i This new Policy P-7D.02 advocates for a balance between parking and loading/unloading areas for commercial vehicles.

Policy P-7D.02 Consider developing and implementing minimum design standards for curb space and loading/unloading zones to balance the needs of surrounding land uses.

i This new Policy P-7D.03 defines the City's responsibility for engagement.

Policy P-7D.03 Support engagement with neighborhood, commercial, and industrial stakeholders to address concerns related to traffic congestion, pollution, and safety.

i The fifth goal is now dedicated to the system maintenance goal theme.

Goal G-7E To ensure the maintenance and improvement of transportation facilities are in alignment with the City's plans and standards, while adapting to climate risks and coordinating with different partners or stakeholders.

i Previous Policy P-4E.01 is edited and moved under the Goal G-7B which focuses on route redundancy and climate resiliency.

i New Policy P-7E.01 is moved from the previous Policy P-4A.02. It is also edited to limit the scope to only the City/public-owned facilities.

Policy P-7E.01 Existing and Planned transportation services and facilities (including public streets, bikeways, pedestrian walkways, and transit services and facilities) shall be maintained and performed consistent with the goals and policies of the Capital Facilities Element.

i New Policy P-7E.02 is moved from the previous Policy P-4A.03, while shifting its focus from

advocating for all modes of transportation (as it has been covered in the new Goal G-7A) to complying with the City's adopted complete street policy.

Policy P-7E.02 To the extent feasible, all road improvements and new roads should comply with the City of Port Angeles Complete Street Policy, adopted December 4, 2018.

i New Policy P-7E.03 is moved from the previous Policy P-4B.01.

Policy P-7E.03 Consider traffic flow modifications such as signalization, signing, parking restrictions, channelization, and one-way couplets before physical alterations are made to existing streets.

i New Policy P-7E.04 is moved from the previous Policy P-4B.06 and modified to be more inclusive about the standards that a new design project should comply with.

Policy P-7E.04 Design and construct new arterial streets, local access streets, and alleys to conform to the most current editions of the of the Federal, State, and Local standards.

i New Policy P-7E.05 is moved from the previous Policy P-4B.07 and modified to emphasize the responsibility falls on the private developer but not the City.

Policy P-7E.05 Private development must ensure publicly dedicate street rights-of-way are constructed in accordance with the Roadway Functional Classification Map.

i New Policy P-7E.06 is moved from the previous Policy P-4B.11.

Policy P-7E.06 Coordinate 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.

i New Policy P-7E.07 is moved from the previous Policy P-4D.01 and modified to clarify the City's role on maintaining the critical facilities that are not owned by the City itself.

Policy P-7E.07 Support owners in adapting critical facilities and their operations to reflect risks of rising sea levels, such as at the Black Ball Ferry Terminal and other essential public facilities.

i New Policy P-7E.08 is moved from the previous Policy P-4D.02

Policy P-7E.08 Coordinate with regional partners to assess roads for flooding and landslide hazards in conjunction with WSDOT.

- i** Previous Goal G-4F is consolidated with the new goal themes through Goal G-7A to G-7E.
- i** Previous Policy P-4F.01 is edited and moved under the Goal G-7B which focuses on route redundancy and climate resiliency.

- i** Previous Policy P-4F.02 is deleted to reduce redundancy.

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Capital Facilities Element

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Introduction

i Replaced and Updated Introductory Text

The Capital Facilities element directs the long-range development and maintenance of all facilities and capital assets that support residents, businesses, and overall quality of life. These essential assets form the very foundation upon which a thriving community is built. Recognizing their critical importance, the Washington State Growth Management Act (GMA) places significant emphasis on the planning and provision of adequate capital facilities to accommodate growth and maintain essential services. Understanding these requirements and exploring potential funding avenues within the city, as well as acknowledging the role of alternate service providers, is crucial for the continued prosperity of Port Angeles.

The Growth Management Act (RCW 36.70A) mandates that local governments in Washington engage in comprehensive planning. A key component of this planning process is the development of a Capital Facilities Plan (CFP). The GMA requires that the CFP include a thorough assessment of the current condition, capacity, and service levels of all city-owned infrastructure, as well as a forecast of future needs based on projected population and employment growth. Furthermore, the city must establish desired levels of service standards defining the quality and quantity of public services to be provided. The CFP must also identify how the necessary capital improvements will be financed, outlining potential local, state, and federal sources, and establish a prioritized timeline for the construction, expansion, or replacement of capital facilities. A cornerstone of the GMA, concurrency requires that adequate public facilities and services are in place or funded to support new development at the time of occupancy, without diminishing existing service levels, necessitating a close link between land use planning and capital facilities planning.

To address its capital facility needs, the City has several potential funding sources at its disposal. These may include a portion of property tax levies, which can be dedicated to capital projects, potentially involving existing levies or voter-approved bond measures for larger initiatives. Additionally, a portion of the city's sales tax revenue can be allocated to capital improvements. User fees for services like water, sewer, and stormwater can include a capital component to fund system upgrades and expansions, and the real estate excise tax (REET), a tax on the sale of real property, provides a dedicated funding source for capital projects. Impact fees, one-time charges levied on new development, can help offset the cost of providing public facilities necessitated by

that growth. Furthermore, the city can actively pursue state and federal grants and low-interest loans to supplement local funding for specific capital projects, and collaborations with private entities or philanthropic organizations can sometimes provide funding or in-kind contributions for certain facilities, such as parks or community centers. This element looks at the broader view of funds while the Capital Improvement Program (CIP) in Appendix A are specific facility projects that have realistic funding sources assigned during the annual budget cycle.

The City of Port Angeles directly provides and maintains a diverse range of capital facilities, including:

- **Water System:** Water treatment plants, storage reservoirs, and distribution pipelines.
- **Wastewater System:** Collection pipes, treatment plants, and discharge infrastructure.
- **Stormwater System:** Drainage pipes, detention ponds, and outfalls.
- **Parks and Recreation Facilities:** Parks, trails, sports fields, community centers, and playgrounds.
- **Public Safety Facilities:** Police station, fire stations, and emergency operations center.
- **General Government Facilities:** City hall, public works buildings, and other administrative offices.

While the City is directly responsible for many core capital facilities, it's important to recognize that some essential services and infrastructure are provided by alternate entities. Special purpose districts, like the William Shore Aquatic Center, North Olympic Library System, and Port of Port Angeles operate independently and are responsible for their own capital facilities and service provision within their defined boundaries, which may overlap with the city. Telecommunication companies own and operate the capital facilities for internet, phone, and cable services. Understanding the roles and responsibilities of these alternate providers is crucial for effective regional planning and coordination, and the City of Port Angeles must work collaboratively with these entities to ensure seamless service delivery and avoid duplication of effort.

i Added in information and list of EPF's

Essential Public Facilities (EPFs) are the backbone of any thriving community, delivering critical services such as public safety, education, and healthcare. Understanding what existing facilities are available is vital, as this information lays the groundwork for creating effective future policies that ensure everyone continues to have easy access to these essential services, ultimately supporting the well-being of the entire community. The following is an initial inventory of existing Essential Public Facilities within the Port Angeles area that are provided by alternative providers:

- **Airports:** Fairchild International Airport

- **State Education Facilities:** Peninsula College
- **State or Regional Transportation Facilities (as defined in RCW 47.06.140):**
 - Black Ball ferry terminal
 - Marine port facilities and connecting transportation corridors
 - Highway 101 and 117
 - WSDOT maintenance yard
 - Clallam Transit yards
- **Regional Transit Authority Facilities (as defined in RCW 81.112.020):** This category may be covered by the existing Clallam Transit yards; further confirmation is needed.
- **State and Local Correctional Facilities:** Jail at the Clallam County campus and the Juvenal Services and Detention Center on East 18th Street.
- **Solid Waste Handling Facilities:** City-owned transfer station on the west side of town

Goals and Policies

i Goal 8A has equity statements added

Goal 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. Ensure equitable access and outcomes for all community members, particularly those historically underserved. Regularly assess service levels and outcomes across different demographics and geographic areas to identify and address disparities.

i P-8A.01 has equity statements added

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. These standards should be developed with an explicit focus on achieving equitable service delivery and should be regularly evaluated for their impact on different communities within the city. The evaluation process should include community feedback and disaggregated data analysis.

i P-8A.02 has equity statements added

- P-8A.02 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,
 - Stormwater,
 - Solid Waste,
 - Possible inclusion of Combined Sewer Overflow,
 - Parks and recreation services, and
 - Emergency services (police, fire, and medical response). These standards should be developed with an explicit focus on achieving equitable service delivery and should be regularly evaluated for their impact on different communities within the city. The evaluation process should include community feedback and disaggregated data analysis.

i P-8A.03 has equity statements added

- P-8A.03 Each comprehensive service and facility plan should be consistent with the Comprehensive Plan, the County-Wide Planning Policy, and the State Growth Management Act. Furthermore, these plans should actively work towards achieving equitable service provision and inclusive community benefits, with clear accountability measures.

i P-8A.04 has equity statements added

- P-8A.04 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. This continuation should be coupled with ongoing analysis to identify and eliminate any existing inequities in service delivery or access. This analysis should inform budget allocations and service improvements.

i P-8A.05 has equity statements added

- P-8A.05 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,
 - Mass transportation, and

- Solid waste collection and disposal. This cooperation should include actively seeking input from diverse community stakeholders, including those often excluded from decision-making processes, to ensure that plans address equity concerns.

i P-8A.06 has equity statements added

P-8A.06 Create and maintain comprehensive service and facility plans consistent with the general level of service standards established in the Comprehensive Plan and establish detailed level of service standards which, at a minimum, meet all local, state, and federal health and safety requirements. 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. Include a thorough equity impact assessment to identify existing disparities and ensure that future improvements are prioritized in ways that advance equitable outcomes for all residents. The assessment should be made publicly available.

i P-8A.07 has equity statements added

P-8A.07 Create and maintain comprehensive service and facility plan for streets and non- motorized facilities (bikeways, trails, and pedestrian walkways) that 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.

Include a future US 101 corridor to meet long- term local and regional non-motorized transportation needs.

This plan should prioritize investments in active transportation infrastructure in historically underserved communities to enhance equitable access to transportation options and promote healthy lifestyles for all residents. Incentive programs should be designed to be inclusive and accessible to individuals from diverse socioeconomic backgrounds.

i P-8A.08 has equity statements added

P-8A.08 The City should require concurrency and standards be met at the time of new development for the following utilities and services: The application

of these concurrency requirements should be monitored to ensure equitable provision of services across all areas of the city, preventing the creation or perpetuation of service disparities.

- 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).

i P-8A.09 has equity statements added

P-8A.09 Require the following services and facilities within six years from the time of development:

- Parks and recreation services and facilities, and
- Transit system. Planning for the provision of these services should prioritize equitable distribution and accessibility to ensure that all residents, regardless of location or socioeconomic status, can benefit.

i P-8A.10 Minor grammar edit

P-8A.10 Adopt and maintain 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.

i P-8A.11 has equity statements added, and minor grammar edit

P-8A.11 Adopt and maintain a Comprehensive Parks and Recreation Plan consistent with the Comprehensive Plan and the Growth Management Act as an Element of the Comprehensive Plan. This plan should include a detailed equity analysis of the existing parks and recreation system and establish clear goals and strategies for achieving equitable access, distribution, and programming that meets the diverse needs of all community members. This includes culturally relevant programs and accessible facilities.

i P-8A.12 has equity statements added

P-8A.12 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. Prioritize the installation and improvement of sidewalks in underserved neighborhoods with high pedestrian activity to promote equitable access to safe and accessible pedestrian infrastructure. Explore funding mechanisms specifically for these areas.

i P-8A.13 has equity statements added

P-8A.13 Develop and implement an Urban Forestry Program to properly manage street trees, park trees, and forested environmentally sensitive areas located within the city. This program should prioritize tree planting and green space enhancement in historically disadvantaged neighborhoods that may lack equitable access to green infrastructure. Engage residents in these efforts.

P-8A.14 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.

i P-8A.15 has additions from the City.

P-8A.15 Consider efficient use of utilities, rain gardens, limited expansion of impervious services, etc..., and adaptation strategies in planning and designing capital facilities.

P-8A.16 Development shall 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.

i P-8A.17 has equity statements added

P-8A.17 Deny 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. Ensure that the application of this standard contributes to the equitable distribution of parkland throughout the city, addressing historical disparities in access to green spaces. Consider the quality and usability of parkland in addition to acreage.

P-8A.18 Deny any development that will not be served at or less than the following level of service standards at the time of development.

- Police 600 persons per one officer
- Fire Four-minute response time or residential sprinkler system installation

i P-8A.19 has equity statements added

P-8A.19 Deny 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. Ensure accessibility and affordability of solid waste collection services for all residents, including those in underserved communities

P-8A.20 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.

i P-8A.21 has equity statements added

P-8A.21 Consider the cumulative effect of development on the City's need for adequate public service buildings. Ensure that the location and design of public service buildings are accessible and welcoming to all members of the community.

i P-8A.22 has equity statements added

P-8A.22 Consider projected climatic change impacts and adaptation strategies to determine whether adequate services can be provided into the future, prior to approving any development. Assess the disproportionate impacts of climate change on vulnerable populations and incorporate adaptation strategies that address these inequities.

i P-8A.23 has equity statements added

P-8A.23 Support public education and Peninsula College, including initiatives for rebuilding schools. Prioritize equitable funding and resources for all schools and ensure that rebuilding initiatives address the needs of diverse student populations.

i P-8A.24 has equity statements added

P-8A.24 Consider level of service standards for development based on the School District's projected enrollment figures and residential growth as provided for in the Land Use Element of the Comprehensive Plan: Ensure equitable access to appropriate educational space for all students, regardless of location or background.

- 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

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.

i New Policy moved from Economic Development

NEW POLICY 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.

i Goal 8B has equity statements added as well as comment from the City.

Goal 8B To provide urban streets and utilities at minimum levels of service for all city residents and the general public. Emphasize equitable access to and quality of streets and utilities for all residents, while being mindful of affordability.

P-8B.01 All arterial streets shall function at an average daily Level of Service (LOS) of D or better.

i P-8B.02 has equity statements added

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. Prioritize sidewalk development in areas with high pedestrian activity and ensure accessibility for people of all abilities.

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 shall 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 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
Internet	
Residential	1 service per unit
Commercial	0 service per business
Industrial	0 service per business

i P-8B.o8 has equity statements added

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). Consider the impact of highway performance on different communities and ensure equitable access and connectivity.

i P-8B.09 has equity statements added

P-8B.09 Develop a Capital Facilities Plan list, with public input, for prioritizing pedestrian walkway needs. Actively seek input from diverse communities to ensure that pedestrian walkway priorities reflect the needs of all residents, including those with mobility challenges.

i P-8B.09 has equity statements added

P-8B.10 Seek funding to increase the provision of sidewalks in already developed areas where sidewalks do not occur. Prioritize sidewalk improvements in underserved areas to promote equitable pedestrian access.

Goal 8C To participate with the County, State, and Federal governments as well as other public agencies to provide adequate regional public services such as schools, highways, tie-ins to regional communication networks, libraries, and correctional facilities. **i** P-8C.01 has equity statements added

P-8C.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. Advocate for equitable access to quality health care services for all residents, regardless of their socioeconomic status or location.

i P-8C.02 has equity statements added

P-8C.02 The City should cooperate with the County in planning regional library facilities within the City. Ensure that the location, hours, and resources of regional libraries are accessible and meet the needs of diverse communities.

i P-8C.03 has equity statements added

P-8C.03 The City should cooperate with the County in planning for adequate correctional facilities. Advocate for fair and equitable practices within the correctional system.

i Goal 8D has equity statements added

Goal 8D 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. Ensure that the benefits of reduced impervious surfaces and improved streetscapes are experienced equitably across all neighborhoods. **P-8D.01** Revise 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.

i P-8D.02 has equity statements added

P-8D.02 The City should invest in Green Infrastructure, Low Impact Development (LID), and similar technologies to maintain and enhance environmental quality. Prioritize green infrastructure investments in underserved areas that may experience disproportionate environmental burdens.

i P-8D.03 has equity statements added

P-8D.03 Encourage the use of Low Impact Development stormwater management techniques (such as vegetated roofs, permeable pavement, rainwater harvesting, and bioretention) for all new developments. Provide resources and incentives to ensure that LID techniques are feasible for a wide range of developers and property owners.

Goal 8E Prepare for the increased demand for solid waste and recycling collection and disposal.

P-8E.01 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-3N.06 [reloc.] Encourage the City of Port Angeles to operate a composting facility.

i Goal 8F has equity statements added

Goal 8F Enhance emergency services to address response to extreme heat, drought, flooding, sea level rise, and wildfire. Ensure that emergency preparedness and response efforts are inclusive and address the specific needs of vulnerable populations.

i P-8F.01 has equity statements added

P-8F.01 Develop resilience hubs — community-serving facilities augmented to support residents. (Locate resilience hubs in accessible locations and ensure that they offer services that meet the diverse needs of the community.)

i P-8F.02 has equity statements added

P-8F.02 Coordinate resource distribution and services before, during, and after a hazard event ensuring equitable distribution of resources.

i P-8F.03 has equity statements added

P-8F.03 Identify safe evacuation routes for earthquakes, tsunamis, high-risk debris flow, and landslide areas. Ensure that evacuation routes are accessible to all residents, including those with mobility issues or limited transportation options.

i P-8F.04 has equity statements added

P-8F.04 Improve knowledge of earthquake, tsunami, landslide hazard areas and understanding of vulnerability and risk to life and property in hazard-prone areas. Conduct outreach and education in multiple languages and formats to ensure that all residents understand the risks.

i P-8F.05 has equity statements added

P-8F.05 Evaluate current earthquake, tsunami, and landslide warning systems to ensure effectiveness and efficiency and increase coordination between local jurisdictions. Ensure that warning systems are accessible to all residents, including those with sensory impairments.

P-8F.06 Strengthen response to earthquakes, tsunamis, and landslides by incident management teams to increase resilience.

i P-8F.07 has equity statements added

P-8F.07 Create a Community Wildfire Preparedness Plan that engages diverse community members in the development of the preparedness plan to ensure it addresses the needs of all residents

i P-8F.08 has equity statements added

P-8F.08 Provide education and outreach to residents to ensure their personal preparedness in the event of wildfire. Offer educational materials in multiple languages and formats and conduct outreach to underserved communities.

i P-8F.09 has equity statements added

P-8F.09 Enhance Emergency Services to increase efficiency of wildfire response and recovery activities. Ensure that wildfire response and recovery efforts address the needs of all affected residents equitably.

i P-8F.10 has equity statements added

P-8F.10 Complete a new wildfire assessment that accounts for Wildland Urban Interface areas. Consider the socioeconomic characteristics of Wildland Urban Interface areas and potential disparities in wildfire risk and resilience.

i P-8F.11 has equity statements added

P-8F.11 Develop and disseminate maps relating to the fire hazard to help educate and assist builders and homeowners engaged in wildfire mitigation activities, and to help guide emergency services during response. Ensure that maps and related information are accessible and understandable to all residents.

i P-8F.12 has equity statements added

P-8F.12 Improve brush clean-up operations to decrease wildfire fuel. Ensure that brush clean-up programs are implemented equitably across all neighborhoods.

P-8F.13 Improve current emergency evacuation routes. Site new emergency evacuation routes to increase route redundancy in case the primary emergency evacuation route is affected by the emergency.

Goal 8G Increase municipal cleanup and refuse capacity to prepare for increased need following extreme precipitation events.

P-8G.01 Develop and implement a strategy to expedite the removal of waste (e.g., downed tree limbs and buildings blocking roads and streams) during and after a disaster incident to reduce the risks of subsequent fire, flood, injury, and disease vectors.

Goal 8H Reduce waste-related greenhouse gas emissions from wastewater and landfills.

P-8H.01 Evaluate wastewater facility to reduce greenhouse emissions and build resilience to climate impacts such as landslides.

P-8H.02 Maximize the co-generation and on-site utilization of natural gas from anaerobic digesters and other methods of harnessing energy in wastewater treatment. This will reduce vulnerability to power and fuel shortages, as well as reduce emissions.

P-8H.03 Reduce vulnerability of access routes to the treatment plant and consider identifying alternative routes should primary routes be compromised.

Goal 8 Prepare conservation strategies and protect water quality to increase resilience to drought, sea level rise, and reduced snowpack.

i P-8I.01 has equity statements added

P-8I.01 Enhance water supply monitoring to increase resilience during drought periods. Ensure that monitoring data is used to inform equitable water management decisions.

i P-8I.02 has equity statements added

P-8I.02 Reduce water consumption through education and incentive programs.

For example:

- Create a smart grid water use system and share data with consumers
- to increase conservation. Ensure that smart grid technology and data sharing are accessible to all residents.
- Promote and incentivize smart irrigation technologies for golf courses and parks.
- Update water rates to discourage watering lawns. Analyze the potential impact of rate changes on low-income households and consider implementing tiered rates or assistance programs
- Provide incentives for efficient food cultivation.

i P-8I.03 has equity statements added

P-8I.03 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. Use adaptive management practices and best available climate science and projections to inform these efforts. Ensure that regulations and control measures are applied equitably and that the benefits of environmental protection are shared by all communities.

Utilities & Public Services Element

Introduction

i Replaced introduction with updated text

The Utilities Element serves as a required critical framework to detail the location and capacity of existing and proposed utilities such as electricity and telecommunications. Beyond a simple inventory, the GMA also mandates that the Utilities Element contain recommendations for meeting future utility needs, based on projected population and economic growth. This necessitates a collaborative approach, requiring consultation with Bonneville Power Administration and consideration of their plans and forecasts. By addressing these requirements, the Utilities Element ensures that adequate infrastructure is strategically planned and available to support development, without compromising existing service levels.

As a full-service City, the city of Port Angeles provides the community with electricity, garbage collection, recycling and yard waste collection, water, wastewater (sewer), and stormwater services at competitive rates and in compliance with all state and federal standards. Those City provided utilities are outlined in the Capital Facilities Element (8). While the city directly manages these core utilities, other essential services are provided by alternative providers operating within the area.

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



New text with updated information

Telecommunications

Port Angeles residents and businesses benefit from a diverse range of telecommunication services. High-speed internet options include fiber optic from CenturyLink and Astound Broadband, with varying availability. Cable internet is also provided by Astound Broadband and CenturyLink, while DSL is available through CenturyLink and AT&T. For wireless connectivity, fixed wireless services are offered by Nikola Broadband, CresComm Broadband, and the 5G home internet options from T-Mobile and Verizon. Satellite internet, ensuring wide coverage, is available from Viasat, HughesNet, and Starlink. The Clallam County PUD's fiber network supports services from providers. Landline phone services are accessible through traditional providers like CenturyLink, as well as local provider Angeles Communications. Mobile phone service is readily available from major carriers like AT&T and Verizon.

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Goals and Policies

i Goal 5A Grammar update

Goal 5A To ensure access 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.

P-5A.01 Include provisions in public facilities for citizens with disabilities and construct them according to accepted standards.

P-5A.02 Locate social services providing home care in residential neighborhoods in a manner that maintains the character of the immediate neighborhood.

P-5A.03 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.

i P-5A.04 Revised text by the City

P-5A.04 City projects shall consider various ages, characteristics, needs, and interests while being mindful of tribal issues and other community interests.

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

i P-5B.01 Updates per the City

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, wastewater, electrical, stormwater, police, fire, solid waste and emergency medical response services)

- Transportation infrastructure, including trails and sidewalks and
- Parks and recreation

i P-5B.02 has equity statements added

- P-5B.02 The City should participate as a "financial partner" to support essential programs and services including:
- accessibility for youth from diverse socioeconomic backgrounds.
 - Library facilities, ensuring equitable access for individuals with varying needs and from diverse backgrounds.
 - Senior programs, ensuring culturally relevant and accessible programs for a diverse senior population.
 - Low- and moderate-income housing programs
 - Facilities for senior programs, ensuring accessible and culturally appropriate facilities.
 - Utility assistance for low-income households, and Social and public health services, addressing health disparities and ensuring culturally competent services.

i P-5B.03 has equity statements added

- 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, ensuring services are accessible and relevant to diverse community members.
- Affordable housing information and referral, ensuring information is accessible in multiple languages and formats.
 - Economic and business development services, supporting equitable opportunities for businesses owned by underrepresented groups.
 - Tourism information and services, promoting inclusive tourism that benefits all community members.
 - Schools and community learning, supporting equitable access to quality education and learning opportunities for all.
 - Fine arts, promoting diverse artistic expressions and ensuring equitable access to arts and culture.

- Community recreation, ensuring affordable, accessible, and culturally relevant recreational opportunities for all.
- Public and private youth, family and senior services, ensuring culturally competent and accessible services that meet the diverse needs of these groups.
- Telecommunications, promoting equitable access to broadband and technology for all residents.
- Crime prevention programs, ensuring fair and equitable approaches to crime prevention and addressing systemic inequities.
- Health Care programs, promoting equitable access to quality and culturally competent healthcare.
-

i P-5B.04 has equity statements added

P-5B.04 Develop and use public facilities cooperatively, in the promotion of social and community services, ensuring these cooperatively used facilities are accessible and welcoming to all members of the community.

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

i P-5C.01 has equity statements added

P-5C.01 Support industrial diversification by the development of urban services, ensuring equitable opportunities in new industrial sectors for all residents.

i P-5C.02 has equity statements added

P-5C.02 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), ensuring equitable access to these diverse park experiences for all residents, regardless of location or ability.

i P-5C.03 has equity statements added

P-5C.03 Provide a variety of settings and activities suitable to people of all ages, characteristics, and interests, explicitly mentioning equitable access and culturally relevant options.

i P-5C.04 has equity statements added

P-5C.04 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, ensuring opportunities for participation from underrepresented groups in these sectors.

i P-5C.05 has equity statements added

P-5C.05 Work in partnership with the community as stewards of the area's unique environment and quality of life, ensuring inclusive engagement of diverse community members in environmental stewardship efforts.

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

P-5D.01 Design urban services 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 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.

i P-5D.03 has equity statements added

P-5D.03 Promote and encourage energy conservation, renewable energy, distributed energy generation, improved distribution efficiencies, and recycling efforts throughout the community, ensuring equitable access to energy efficiency programs and renewable energy options, particularly for low-income residents.

i P-5D.04 has equity statements added

P-5D.04 Promote the joint use of transportation rights-of-way and utility corridors for all forms of transportation, including non-motorized, ensuring these shared corridors are designed to be safe and accessible for all users, including those with disabilities.

i P-7D-06 Relocated from Conservation

P-7D.06 [reloc.] Utilize common utility corridors for urban service facilities located in shoreline areas.

P-5D.05 Promote coordination, consistency, and concurrency at all stages of utility development in the Port Angeles Urban Growth Area.

P-5D.06 Planning for utility services should be consistent with the goals and policies of the Capital Facilities Element.

P-5D.07 Serve new development with sanitary sewers.

P-5D.08 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.

i P-5D.09 has equity statements added

P-5D.09 Provide infrastructure to all industrial lands to encourage development, ensuring equitable access to job opportunities created by this development for all residents.

i P-5D.10 has equity statements added

P-5D.10 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, ensuring that renewable energy incentives are accessible to a wide range of residents and businesses, including those with lower incomes.

Goal 5E To build resilience and capacity to prepare for increased energy demand by enhancing energy and resource efficiency and diversifying the grid.

P-5E.01 Continue working with Bonneville Power Administration to provide incentives and education for residents to conserve energy, access renewable energy, and finance energy efficiency retrofits.

P-5E.02 Incentivize active and passive solar building design and leverage existing Bonneville Power Administration programs (e.g., energy efficiency incentives) and state and federal funding sources and policy.

i Adding from Conservation Element

P-7B-19 [reloc.] Promote the use of alternative energy, energy conservation technology, and smart energy grid.

Goal G-5F Enhance emergency services to address response to extreme heat, drought, flooding, sea level rise, and wildfire.

i P-5F.01 has equity statements added

P-5F.01 Identify safe evacuation routes for earthquakes, tsunamis, high-risk debris flow, and landslide areas, ensuring these routes are accessible to individuals with mobility challenges and that communication about them reaches all residents, including those with language barriers.

i P-5F.02 has equity statements added

P-5F.02 Improve knowledge and strengthen response to earthquakes, tsunamis, and landslide hazard areas and increase understanding of vulnerability and risk to life and property in hazard-prone areas, ensuring this information is accessible to all residents, including those with language barriers or limited access to technology.

i P-5F.03 has equity statements added

P-5F.03 Evaluate current earthquake, tsunami, and landslide warning systems to ensure effectiveness and efficiency and

increase coordination between local jurisdictions, ensuring warning systems reach all residents effectively, including those without internet access or who speak languages other than English.

i P-5F.04 has equity statements added

P-5F.04 Strengthen response to earthquakes, tsunamis, and landslides by incident management teams to increase resilience, ensuring that response efforts are equitable and address the diverse needs of the affected population.

i P-5F.05 has equity statements added

P-5F.05 Create a Community Wildfire Preparedness Plan, ensuring inclusive community engagement in the development of this plan.

i P-5F.06 has equity statements added

P-5F.06 Provide education and outreach to residents to ensure their personal preparedness in the event of a wildfire, ensuring outreach is accessible and culturally relevant to all residents, including those with language barriers or limited access to information.

i P-5F.07 has equity statements added

P-5F.07 Enhance Emergency Services to increase efficiency of wildfire response and recovery activities, ensuring equitable resource allocation and support during response and recovery.

i P-5F.08 has equity statements added

P-5F.08 Complete a new wildfire assessment that accounts for Wildland Urban Interface areas, considering the disproportionate impacts of wildfire on vulnerable populations.

i P-5F.09 has equity statements added

P-5F.09 Develop and disseminate maps relating to the fire hazard to help educate and assist builders and homeowners engaged in wildfire mitigation activities, and to help guide

emergency services during response, ensuring these maps and information are accessible to all residents, regardless of their housing situation or access to technology.

i P-5F.10 has equity statements added

P-5F.10 Improve brush clean-up operations to decrease wildfire fuel, ensuring these operations are conducted equitably and do not disproportionately impact vulnerable populations.

i P-5F.11 has equity statements added

P-5F.11 Improve current emergency evacuation routes. Site new emergency evacuation routes to increase route redundancy in case the primary emergency evacuation route is affected by the emergency, ensuring these routes are accessible to individuals with mobility challenges and that information about them is widely disseminated.

P-3E.07 [reloc.] Encourage new residential development to promote resilience by incorporating underground utilities.

Goal 5G Prepare conservation strategies and protect water quality to increase resilience to drought, sea level rise, and reduced snowpack.

P-5G.01 Enhance water supply monitoring to increase resilience during drought periods.

i P-5G.02 has equity statements added

- P-5G.02 Reduce water consumption through education and incentive programs, ensuring these programs are accessible and beneficial to all residents, including low-income households. For example:
- Create a smart grid water use system and share data with consumers to increase conservation, ensuring access to this technology for all residents. Promote and incentivize smart irrigation technologies for golf courses and parks.
- Update water rates to discourage watering lawns.

Provide incentives for efficient food cultivation, ensuring these incentives

are accessible to diverse community members.

i P-5G.03 has equity statements added

1. **P-5G.03** 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. Use adaptive management practices and best available climate science and projections to inform these efforts, ensuring that the benefits of these protections are equitably distributed and that potential negative impacts on vulnerable populations are addressed. s.

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Implementation Element

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Element to be updated.

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