

# City of Port Angeles 2025 Comprehensive Plan

VOLUME I



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## **Plan at a Glance**

### **Vision & Plan Introduction**

This chapter introduces the Port Angeles vision and value statements, provides brief background information on the City of Port Angeles' history, community engagement work completed during this plan update, and the planning framework under which this plan was created, and how the plan is implemented.

### **Land Use Element**

This element is central to all other elements, as it summarizes the existing conditions of development patterns, key land use conditions, housing and employment needs, and the City's physical capacity to support Port Angeles' vision for the future. It includes the Future Land Use Map and designations. Goals and policies address growth management, residential and commercial uses, and resource protection.

### **Housing Element**

This element addresses the preservation and improvement of existing housing stock, the development of various housing types, and the identification of land to accommodate new development. It identifies tools, incentives, and barriers to achieve equitable housing access and address various levels of need.

### **Economic Development Element**

This element analyzes Port Angeles' workforce and market characteristics, providing an overview of stakeholder perceptions of economic opportunities and barriers. Goals and policies address tourism, promote sustainable industries, and align with regional growth goals.

### **Parks, Recreation & Open Space Element**

This element guides the maintenance and expansion of the City's parks and recreation facilities to ensure a healthy and equitable system of open spaces.

### **Conservation Element**

This element addresses numerous sustainability goals and policies that emphasize sustainable practices, including preservation of shoreline and natural amenities, increased tree canopy, and minimizing negative impacts from development.

### **Hazard Mitigation & Climate Resiliency Element**

This element supports the City's ability to build community resilience, prepare for climate impacts and natural hazards, and enhance environmental, economic, and human health. The goals and policies describe strategies to adapt to and mitigate the effects of a changing climate and respond effectively to natural and human-initiated hazard events.

### **Transportation Element**

This element provides an overview of the existing transportation network, potential future investments, and guides the development of the City's transportation system to accommodate existing and future equitable growth.

### **Capital Facilities Element**

This element guides the maintenance, preservation, and expansion of the City-owned or operated facilities

and services in Port Angeles, including public services, buildings, streets, parks, water, stormwater, electrical, solid waste, and wastewater.

**Utilities & Public Services Element**

This element establishes an overall strategy for providing adequate utility and public services and partnerships to serve projected community needs.

## **Acknowledgements**

### **City Council**

Mayor Kate Dexter  
Deputy Mayor Navarra Carr  
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Amy Miller  
Lindsey Schromen-Wawrin  
Drew Schwab  
LaTrisha Suggs  
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Fehr & Peers

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ORDINANCE NO. 3758

AN ORDINANCE of the City of Port Angeles, Washington, adopting the 2025 Periodic Update of the Vision 2045 Comprehensive Plan; adopting findings; providing for severability; and establishing an effective date.

WHEREAS, the City of Port Angeles first adopted a Growth Management Act-compliant Comprehensive Plan on June 28, 1994, and most recently amended the Comprehensive Plan on June 20, 2023; and

WHEREAS, RCW 36.70A.130(5)(b) requires the City to complete a periodic update of the Comprehensive Plan and ensure continued compliance with the Washington State Growth Management Act (GMA) on or before December 31, 2025; and

WHEREAS, on October 17, 2025, the City transmitted a copy of the proposed ordinance to the Washington State Department of Commerce in accordance with RCW 36.70A.106 at least 60 days in advance of adoption for the required 60-day state review period; and

WHEREAS, on October 22, 2025, the City Planning Commission held a duly noticed public hearing on the Vision 2045 Comprehensive Plan, accepted testimony, and made a recommendation to approve the 2025 periodic update, CPA 25-0004, to the City Council; and

WHEREAS, the City Council finds that adoption of the Vision 2045 Comprehensive Plan is necessary to guide land use, housing, infrastructure, economic development, environmental resilience, and capital planning decisions over the next 20 years and promotes the public health, safety, and general welfare;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF PORT ANGELES  
DO HEREBY ORDAIN AS FOLLOWS:

**Section 1. – Findings, Adoption of Attachments.** The Periodic Update of the Comprehensive Plan for the City of Port Angeles, attached as Exhibit A and incorporated herein by this reference, is hereby adopted as the Comprehensive Plan of the City. The Vision 2045 Comprehensive Plan supersedes and replaces all previously adopted Comprehensive Plan documents, including amendments adopted on June 20, 2023.

**Section 2. – Classification.** The Vision 2045 Comprehensive Plan set forth by this ordinance is of a general and permanent nature and shall be kept on file with the City Clerk, available for public inspection.

**Section 3. - Corrections.** The City Clerk is authorized to make necessary corrections to this ordinance, including, but not limited to, the correction of scrivener's clerical errors, references to other local, state, or federal laws, codes, rules, or regulations, or ordinance numbering, section/subsection numbers, and any references thereto.

**Section 4. - Severability.** If any provisions of this Ordinance, or its application to any person or circumstance, are held invalid, the remainder of the Ordinance, or application of the provisions of the Ordinance to other persons or circumstances, is not affected.

**Section 5. Effective Date.** This Ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum. This ordinance shall take effect on December 31, 2025

PASSED by the City Council of the City of Port Angeles at a regular meeting of said Council held on the 16<sup>th</sup> day of December 2025.



Kate Dexter, Mayor

APPROVED AS TO FORM:



William E. Bloor, City Attorney

ATTEST:



Kari Martincz-Bailey, City Clerk



# Vision & Plan Introduction

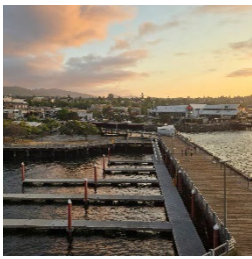

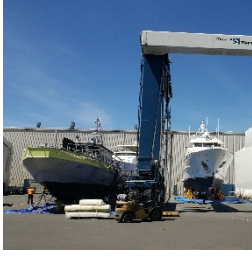

## Vision Statement

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

*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.*

## Value Statements

In achieving this vision, our community recognizes the important roles each of the following plays:

|   |  |
|---|--|
|    | <p><b>Waterfront</b></p> <p>The central waterfront serves as a vibrant civic and social hub, inviting both residents and visitors to enjoy its active atmosphere. We prioritize creating a safe and welcoming community where everyone can thrive and experience a true sense of belonging. Our stunning natural surroundings, with accessible mountains and waterways for recreation, are integral to our small-town charm.</p>   |
|   | <p><b>Downtown</b></p> <p>Port Angeles' central business district is a vital and prominent asset, closely linked to the waterfront and offering a diverse mix of retail, civic, residential, and professional office spaces. We aim to cultivate a thriving downtown area that serves as a vibrant hub for both locals and tourists, enriching the overall experience of our community.</p>  |
|  | <p><b>Economic Development</b></p> <p>Key objectives for our economic development include ensuring the community remains employed, prosperous, educated, and well-served. The City of Port Angeles actively promotes sustained economic growth by directing investment toward downtown revitalization, supporting local jobs, and maintaining affordable, high-quality public services. We are dedicated to fostering a thriving economy that offers plentiful living wage jobs and meaningful employment opportunities for all residents.</p> |
|  | <p><b>Environment</b></p> <p>Port Angeles's unique natural setting is framed by the Strait to the north and the Olympic Mountains to the south, and features creeks, wetlands, and hillsides. These natural features are shaped by a demanding weather pattern. The town strives to balance the community's need for economic stability and growth while preserving the integrity of its natural systems.</p>  |



### Parks and Recreation

Leisure is essential to the quality of life, and Port Angeles is committed to a robust parks and recreation system. Our open spaces, both natural and developed, uplift the human spirit. The Olympic Discovery Trail invites exploration for all ages, while small parks, waterfront esplanades, sculpture gardens, and sports complexes cater to diverse community needs. We prioritize accessibility and enjoyment in our parks, celebrating our stunning natural environment.



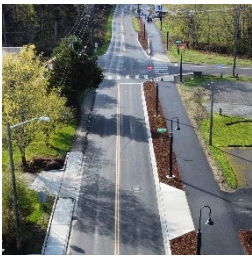
### Neighborhoods and Housing

Port Angeles features safe and attractive residential neighborhoods that offer a diversity of housing choices and designs, catering to the needs of individuals and families. We envision Port Angeles as a community with a wide range of housing options that ensure affordability for all, addressing critical concerns about the overall cost of living and access to affordable housing. Small-scale neighborhood businesses provide essential goods and services within a short walk or bike ride from homes.



### Community Services

The community’s public services, capital facilities, and utility infrastructure work together to serve all residents of Port Angeles, ensuring public safety, economic opportunity, diverse housing options, and overall community wellness. We are committed to improving access to healthcare and quality services while addressing public health challenges to enhance the well-being of everyone.



### Transportation Choices

Port Angeles enjoys a transportation network that efficiently connects people and goods throughout the community, accommodating a multi-modal transportation network made for cars, bikes, trucks, public transit, and pedestrians, as well as planes, boats, and ferries. With commercial air service at Fairchild International Airport, our connectivity is further enhanced. We are dedicated to maintaining high-quality infrastructure and providing diverse transportation options that promote accessibility and connectivity for all residents.

## 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 includes information on the community’s preferences regarding 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, most recently amended in 2023. This plan only applies within the designated municipal boundaries of the City of Port Angeles urban growth area. Clallam County has planning authority over all unincorporated urban growth areas outside the Port Angeles incorporated limits and within the County.

# Introduction to Port Angeles

## Geography

Poised at the north-central edge of the Olympic Peninsula, the City of Port Angeles serves as a major cultural and economic hub in the region. 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

The earliest residents of the area were the S'Klallam Tribe ("Strong People"). In 1855, as the non-native population grew, the S'Klallam leaders signed a treaty with the Federal government, ensuring their continued ability to hunt, fish, and gather on their usual grounds.

In 1862, an executive order set aside land as a U.S. Government Lighthouse and Military Reservation. Soon after, the original townsite was platted by the US Army Corps of Engineers, but major European settlement did not occur within it until 1887, when the Puget Sound Cooperative Colony (disbanded in 1889) settled there. The Colony contributed greatly to the early expansion of Port Angeles, building a sawmill, lath mill, shipyard, schoolhouse, opera house, and churches, and starting a newspaper.

In 1890, Port Angeles was incorporated as a city in the newly established State of Washington. The City grew more slowly and developed much like other small towns in the Pacific Northwest.

Logging and timber have long been important industries, and in 1914, Port Angeles was home to the world's largest sawmill. In 1920, a large pulp and paper mill was built by the Washington Pulp and Paper Company, located at the base of Ediz Hook, and is now owned by McKinley Company.

Linking with the transcontinental railroad in 1914 helped Port Angeles become a major center for trade and commerce on the Olympic Peninsula. In 1922, the Port of Port Angeles was formed.

The Olympic Power Company was formed in 1911 to construct the Lower Elwha Dam. Downtown streets were regraded in 1914, powered by the Elwha Dam, resulting in basement levels for then-existing businesses (now the "Port Angeles Underground"). The County Courthouse was built on Lincoln Street in 1915. A new fire station was built in 1931. A new police station and jail were built in 1954, and a new City Hall in 1987. In 1953, Port Angeles received the "All American City" award.



*Port Angeles, as depicted in a 1917 Army Corps/USGS survey map (University of Texas, Perry-Castañeda Library Map Collection)*



*This detail of the "Ennis Creek" mural depicts a 1700s-era Klallam village (Feiro Marine Life Center)*



*Downtown Port Angeles was dramatically transformed in 1914 when street-level grades were raised 12 feet or more following a massive sluice operation; this was effectively a manmade mud slide using a nearby hillside for source material.*

## Engagement Activities

A wide range of community engagement activities were successfully conducted during the comprehensive planning and visioning process. General community priorities and feedback on specific components greatly improved the plan. Results of engagement can be found in summary presentations and staff reports on the plan website. Key activities were:

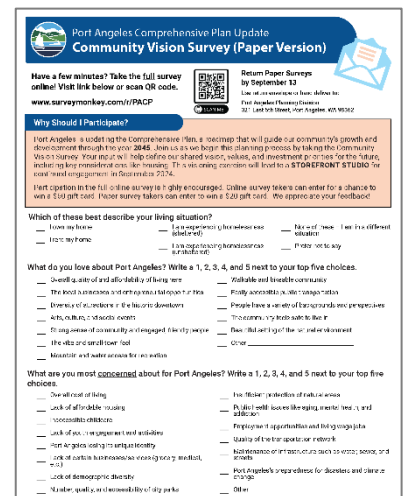
- **Citywide Visioning Survey.** This was conducted over the summer of 2024, and over 1,400 responses were collected online and on paper. Along with capturing various views on priorities for the different plan topics, some 600 respondents submitted “housing stories.” The survey was promoted through online newsletters, utility bill inserts, and staff outreach at in-person events.
- **Stakeholder Advisory Committee.** This included representatives of local public agencies, non-profits, business associations, large employers, interest groups, and representatives of the Planning Commission, Utility Advisory Committee, and City Council. The committee met six times from June 2024 to August 2025 to conduct an initial review of planning documents and provide feedback before they were published for community review.
- **Targeted Interviews.** These were one-on-one meetings with key stakeholders in housing, transportation, and economic development. The interviews help ensure assumptions for the elements are aligned with local expertise and informed goals and policies.
- **Community and Civic Group Outreach.** City staff attended several meetings to support engagement at different stages of the planning process. This included groups ranging from the Peninsula Housing Authority Board to the Kiwanis Breakfast Group.
- **Pop-Up Listening Posts.** City staff attended several community events in the summer of 2024 (early in the planning process) to build public awareness of the periodic update and to reduce barriers to providing feedback to staff. Events included Converts at the Pier, Farmers Market, the County Fair, and tabling outside a grocery store.
- **Storefront Studio.** This was a three-day hands-on public workshop in September 2024 designed to gather broad community input on where Port Angeles needs to go. Feedback was gathered at daytime drop-in studio hours and for three evening workshops. Feedback generated six “big ideas”:
  - Get housing built.
  - Invest in infrastructure strategically.
  - Expand population options.
  - Nurture economic opportunity.



One of three workshops at the Storefront Studio



Open hours at the Storefront Studio



Paper version of the Community Vision Survey



First meeting of the Stakeholder Advisory Committee

- Enhance urban ecology.
  - Honor neighborhoods.
- Draft Plan Public Workshop. After the first full draft was published, this workshop explained the key updates and invited public comments.
- Draft Plan Public Survey. Accompanying the Public Workshop was a survey that invited open comments on the first full draft. Over 5,900 individual comments were submitted on a variety of topics.
- Neighborhood Boundaries Update. A related effort was to update the map and descriptions of Port Angeles neighborhoods. This included walking tours and surveys in conjunction with the primary engagement activities.
- Planning Commission Meetings. Approximately twelve meetings between April 2024 and October 2025 to review the public participant plan, draft elements, and a variety of topic-specific conversations.
- City Council Meetings. Multiple meetings with City Council provided progress updates, including a work session to identify areas of concern or interest regarding the draft plan.
- State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) Process. The City hosted an open house in April 2025 for public comment on the scope of the EIS, and a public hearing in October 2025 for public comment on the draft EIS.



*One of several walking tours in support of the neighborhood boundaries*

## 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).

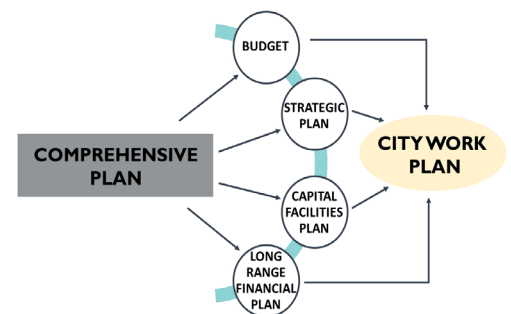
In addition to the elements required by the GMA, Port Angeles has chosen to include a **Conservation Element**.

## Implementation

As a policy document, the Port Angeles Comprehensive Plan serves as a reference and guide for future regulatory and administrative actions. The Plan itself, however, does not directly regulate property rights, land uses, or other activities. Implementation occurs through follow-through on regulatory development, budgeting, investments, and plan updates.

### 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



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

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 on a comprehensive plan's goals and data analysis. 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 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 regard 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 are 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 the maximum possible benefit from public funds. This is achievable through annual planning processes that provide for public review and comment during the long-range budgeting process and balance priorities based on 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 community needs. The GMA 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 for whether there has been a change in conditions or circumstances from the initial adoption or whether new information is present that was not available at the time of the initial adoption. City staff and the Planning Commission review proposed amendments to the Plan, take public input, and forward 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 10 years, outside 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.

The Growth Management Act also requires an implementation progress report five years after each periodic update deadline. For Port Angeles, the first such report will be due in 2030.



# Land Use Element

## Introduction

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 promotes 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 accommodate 20 years of growth through sufficient buildable land 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 1990s and including a 2005 interlocal agreement for phased annexation of the large Eastern UGA. During the first half of the 2025-2035 periodic update period, the City and County plan to reevaluate the interlocal agreement for annexation phasing of the UGA areas, provision of utilities and services, and a potential UGA swap in the western UGA.

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 walking and bicycling, and having access to parks and nature.
  - Reducing the amount of driving that individuals need to do for their daily travel 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.

- o Reduced risk of wildfire to life and property.

## Existing Conditions Summary

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

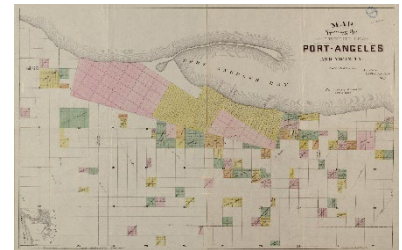
### Development Patterns and Key Land Use Conditions

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.
- 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.
- The shoreline environment designations establish specific policies and regulations applicable to shoreline segments that recognize various shoreline conditions, resources, and uses, as defined in the Shoreline Master Program.
- 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



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



*Map from 1891 showing the original townsite of Port Angeles*



*Downtown Port Angeles*

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 hiking destination, Hurricane Ridge, is 10 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.

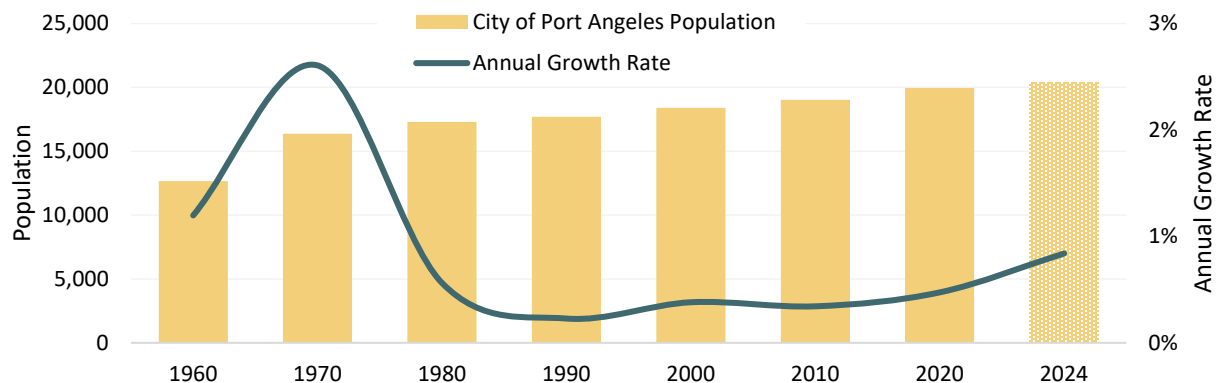
### Housing Needs, Employment Projections, and Land Capacity

Port Angeles' commercial development is primarily concentrated along Front Street, 1<sup>st</sup> Street, Lincoln Street, and 8th Street, with approximately 75% of commercially zoned parcels currently supporting active commercial uses. This concentration of commercial activity reflects the city's existing employment base and shapes future job growth in the urban core.

Historical population trends directly affect 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 2025, Port Angeles has 20,440 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 and role as a regional hub underscore the importance of ensuring adequate land capacity to meet future housing and employment needs.

Figure 1: 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.

**Table 1: Current and Projected Population, Housing Units, and Job Growth**

|  | 2020 <sup>1</sup> | 2025 <sup>2</sup> | 2045 Projection <sup>3</sup> | Note                     |
|--|-------------------|-------------------|------------------------------|--------------------------|
| <b>Population</b>  | 19,960            | 20,440            | 23,110                       | 3,150 increase from 2020 |
| <b>Housing Units</b>   | 9,567             | 9,759             | 11,668                       | 1,970 increase from 2020 |
| <b>Jobs</b>  | 8,884             | n/a               | 9,851                        | 967 increase from 2020   |
| Notes and sources:   |                   |                   |                              |                          |
| 1. 2020 Decennial Census, U.S. Census Bureau                                 |                   |                   |                              |                          |
| 2. April 1, 2025, 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

**Goal LU-1** Land Use Pattern. Establish and manage a pattern of development consistent with the community’s vision and provide for a variety of land uses that further the policies of this Plan. Guide land development to balance certainty with flexibility to adapt to future challenges and opportunities.

**Policy LU-1.1** 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.

**Policy LU-1.2** 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 LU-1.3** 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.

**Policy LU-1.4** Manage and maintain the City's Official Zoning Map to ensure continued consistency with the Future Land Use Map and designations.

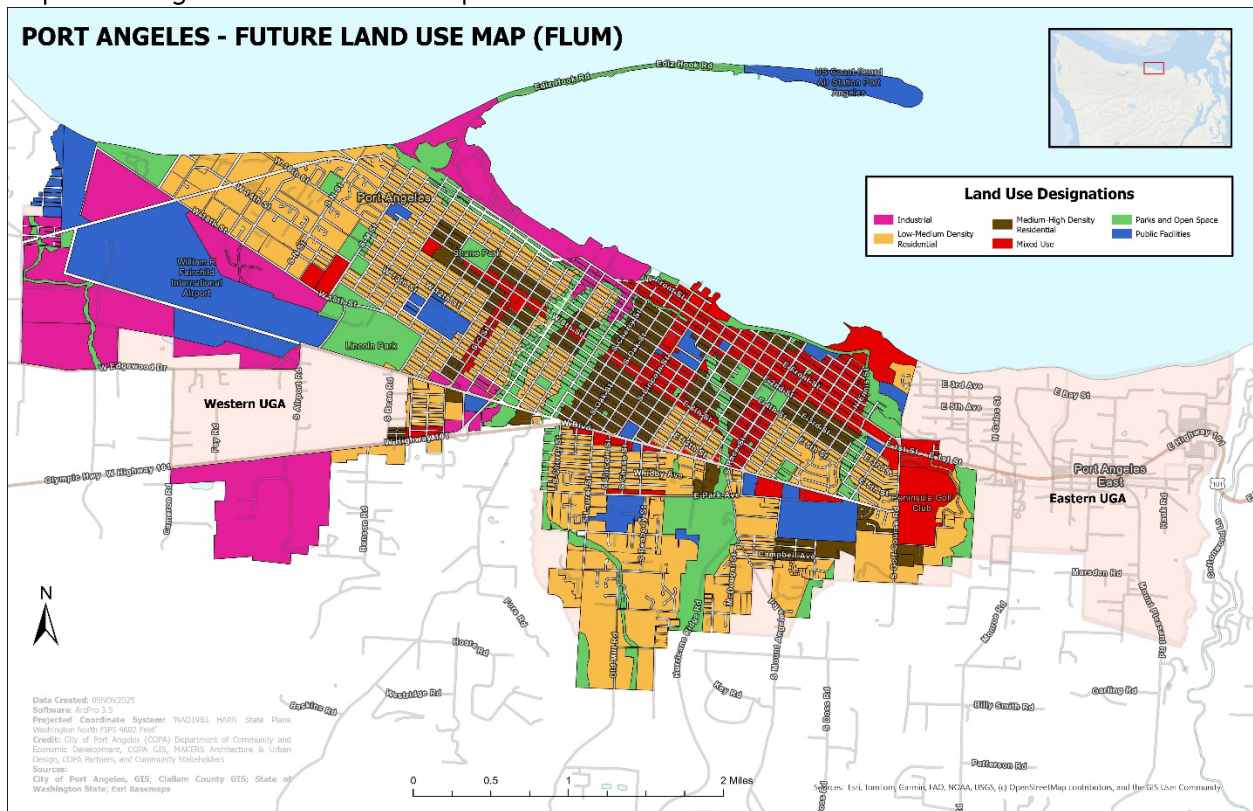
**Policy LU-1.5** Establish future land use designations as shown in the table below.

**Table 2: Future Land Use Designations, including descriptions and implementing zones**

| Future Land Use Designation            | Description   | Zones   |
|--|---|---|
| <b>Low-Medium Density Residential</b>  | <p><u>Purpose:</u> This designation allows low- to medium-density residential development to continue Port Angeles' neighborhood pattern while allowing compatible infill development.</p> <p><u>Expected uses &amp; 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.</p>  | <p>R11, R9, R7, RMD, RTP, PRD</p> <p>Note: R9 and R11 zones are planned to be consolidated with other zones in 2026</p> |
| <b>Medium-High Density Residential</b> | <p><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.</p> <p><u>Expected uses &amp; form:</u> All residential uses, including middle housing forms and low to mid-rise apartment buildings. Small neighborhood commercial uses are also permitted in strategic areas, provided they conform to special compatibility standards.</p> | <p>RMD, RHD, RTP, PRD</p>   |
| <b>Mixed-Use</b>                       | <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 &amp; form:</u> A wide variety of commercial, retail, professional office, civic, residential, and mixed-use buildings.</p>  | <p>CBD, CA, CSD, CN, CO</p> <p>Note: Commercial zones are planned to be consolidated in 2026</p>                        |
| <b>Industrial</b>                      | <p><u>Purpose:</u> This designation provides for a mix of industrial, service, commercial, and limited retail uses that minimize unmitigated external visual, auditory, and physical impacts on adjacent properties and generally do not compete with uses in the Mixed-Use designation.</p>  | <p>IL, IH</p>   |

|                             |   |           |
|-----------------------------|---|-----------|
|                             | <u>Expected uses &amp; form:</u> Structures and sites that support industrial, light industrial, manufacturing, shipping, research and development, marine-oriented commercial, and commercial uses.  |           |
| <b>Parks and Open Space</b> | <u>Purpose:</u> This designation provides for public parks, creek ravines, Ediz Hook, and other open spaces that are restricted for development.<br><br><u>Expected uses &amp; form:</u> A wide variety of parks and open spaces.   | All zones |
| <b>Public Facilities</b>    | <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.<br><br><u>Expected uses &amp; form:</u> A wide variety of built public facilities. | All zones |

Map 1: Port Angeles Future Land Use Map



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

**Policy LU-1.6** 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.

**Policy LU-1.7** 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.

**Policy LU-1.8** 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 and explore ways to connect these open spaces to create habitat corridors.

**Policy LU-1.9** Protect surface and groundwater quality using tools such as zoning designations, critical areas regulations, stormwater management projects, and property owner education.

**Policy LU-1.10** Adapt the community to wildfire risk using best practices for regulating new buildings, sites, and landscapes, and promote appropriate maintenance of existing development.

**Policy LU-1.11A** Support the Lower Elwha Klallam Tribe and Port of Port Angeles in a complete resolution of boundaries for the Tse-Whit-Zen Village parcel and prioritize the successful completion of the Four Party Agreement.

**Policy LU-1.11B** Following the completion of LU-1.11A, engage in meaningful consultation to work with the Lower Elwha Klallam Tribe to establish an appropriate Land Use Designation for the Tse-Whit-Zen Village parcel, ensuring consistency with the Future Land Use Map for possible boundary line adjustments. The City would initiate the necessary amendments to the Comprehensive Plan and the Citywide Zoning Map to ensure these adjustments are incorporated appropriately, with final zoning to be Parks and Open Space, consistent with the Port Angeles Cemetery designation.

**Policy LU-1.12** Engage in meaningful consultation with the Lower Elwha Klallam Tribe and as appropriate, the Jamestown S’Klallam and Port Gamble S’Klallam Tribes, to establish appropriate Land Use Designations for other culturally significant sites, and all Tribally owned parcels throughout the city.

#### MEANINGFUL CONSULTATION

Meaningful consultation ensures timely and open communications will occur early and often in the planning process, provides space for active listening, two-way dialogue, and transparency as projects are proposed that will lead to consensus building amongst affected partners.

Continued meaningful consultation shall occur for all land-use, shoreline, and environmental planning activities affecting treaty-protected resources.

**Goal LU-2** **Community Design. Promote compatible, high-quality, and pedestrian-friendly development and public facilities that reinforce Port Angeles’s identity and support the local economy.**

**Policy LU-2.1** 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.

**Policy LU-2.2** 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.

**Policy LU-2.3** 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. Emphasize 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.

**Policy LU-2.4** Design public facilities to serve as a model of architectural and site design for private development in the city through



*Downtown Port Angeles*



*Downtown tree and sidewalk replacement (PKWS Engineering)*

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

- Policy LU-2.5** Integrate public art into capital facilities, parks, streetscapes, and other public spaces, with priority focus on employing native and local artists.
- Policy LU-2.6** Preserve, develop, and program inviting and distinctive public gathering spaces in Downtown and commercial areas.
- Policy LU-2.7** 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.
- Policy LU-2.8** Collaborate with Clallam County to develop a subarea plan for the East UGA that elevates the area’s function as a Port Angeles gateway. Consider urban design and land use standards, infrastructure investments, and annexation phasing.
- Policy LU-2.9** 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, enhancing pedestrian crossing safety on high-traffic streets, and integrating more trees and stormwater management features into streets.
- Policy LU-2.10** 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.
- Policy LU-2.11** Utilize an equity framework to evaluate both new and existing community plans, rezoning efforts, design standards, and density and dimensional standards in all updates to the municipal code, as well as improvements within the community.
- Policy LU 2.12** Ensure that any new community designs, rezoning, design standards, density, and dimensional standards must consider equity in all updates to the code and improvements to the community.

#### ANNEXATION POLICIES

See Goal LU-7 for more policies related to the urban growth areas and annexation.

**Goal LU-3** 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.

**Policy LU-3.1** 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.

**Policy LU-3.2** Encourage high-density infill, affordable housing, and mixed-use development to increase the housing stock and increase walkability.

**Policy LU-3.3** Promote and allow for the conversion of existing single-household residences to duplexes, triplexes, and other multi-unit housing types.

**Policy LU-3.4** Expand housing opportunities in Downtown for all income levels to provide more residents with walkable access to transit, employment, shopping, and recreation.

**Policy LU-3.5** 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.

**Policy LU-3.6** 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.

**Policy LU-3.7** Prohibit new detached single-family residences in medium- and high-density zones to preserve limited available land for workforce and affordable housing.

**Policy LU-3.8** Permit existing single-household residences to remain conforming in all residential and commercial zones.

**Policy LU-3.9** 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.

**Policy LU-3.10** 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.

**Policy LU-3.11** Remove minimum off-street parking requirements for all residential land uses to reduce the costs of developing and

#### NEIGHBORHOODS

See the **Land Use Appendix** for more information on Port Angeles neighborhoods.

#### HOUSING POLICIES

See the **Housing Element** for more policies on housing stock and residential development.

occupying housing and to ensure compliance with the parking provisions of the Growth Management Act.

**Policy LU-3.12** 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).

**Policy LU-3.13** 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.

**Policy LU-3.14** Employ and emphasize form-based concepts and the effect of minimum lot sizes rather than unit-per-acre density standards for residential development.

**Policy LU-3.15** Treat manufactured homes that meet current state regulations as site-built housing for zoning purposes.



*Permit-ready Plans for a townhouse duplex illustrate the City's form-based code.*

**Goal LU-4** 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.

**Policy LU-4.1** Maintain and strengthen Downtown as the center for civic, retail, cultural, dining, and entertainment activity in Port Angeles.

**Policy LU-4.2** Shape commercial development in the traditional downtown to emphasize its waterfront location and historic heritage.

**Policy LU-4.3** Encourage housing development in the downtown area, including mixed-use buildings and live/workspaces.

**Policy LU-4.4** 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.

**Policy LU-4.5** 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.



*Port Angeles Wharf*



*Downtown mural (Visit Port Angeles)*

- Policy LU-4.6 Promote the development of vacant lots and underused surface parking lots. Consider financial incentives, such as a land-value tax.
- Policy LU-4.7 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.
- Policy LU-4.8 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.
- Policy LU-4.9 Encourage commercial uses on centralized and accessible sites located at the boundaries of neighborhoods so that more than one neighborhood may be served.
- Policy LU-4.10 Allow public uses such as government offices, public service buildings, and other public and quasi-public facilities and services in all areas.



*Illustrative example of a neighborhood corner store*

**Goal LU-5 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.**

- Policy LU-5.1 Develop and promote a cooperative intergovernmental plan for the comprehensive development of industrial infrastructure and amenities to attract and support light and heavy industry.
- Policy LU-5.2 Develop infrastructure that makes sites attractive and ready to develop, including transportation facilities and utilities at industrial parks. For example, proactively increase the capacity of utility lines.
- Policy LU-5.3 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



*Port Angeles industrial waterfront*

development, workforce amenities, and noise and visual buffers for adjacent residential uses.

- Policy LU-5.4** 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 do not impact neighboring industrial uses.
- Policy LU-5.5** Ensure that industrial areas mitigate nuisances and hazardous characteristics such as noise, air, water, odor, pollution, or objectionable visual material.
- Policy LU-5.5** 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.
- Policy LU-5.6** 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.
- Policy LU-5.7** Evaluate the benefits and drawbacks of permitting data centers and similar uses with minimal jobs and high energy and water use.
- Policy LU-5.8** Collaborate with Clallam County to develop a subarea plan for the West UGA that improves zoning and infrastructure to support industrial development and family-wage jobs. Consider land use standards, coordination of transportation and utility extensions, and annexation phasing.
- Policy LU-5.9** Discourage the siting of land uses incompatible with airport-related uses and other neighboring land uses adjacent to the William R. Fairchild International Airport.
- Policy LU-5.10** 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.
- Policy LU-5.11** Reassess the Shoreline Master Program to ensure compatibility with the industrial zone and mixed use of the

#### PORT ANGELES SHORELINE MASTER PROGRAM

The City's Shoreline Master Program regulates the nearshore environment within city limits and enacts the policies and regulations of the Shoreline Management Act (SMA) and Comprehensive Plan. The SMA seeks to encourage water-dependent and water-oriented uses, promote public access, and protect shoreline natural resources.

#### AIRPORT

See the Land Use Appendix for more information on land use planning and compatibility in the vicinity of William R. Fairchild International Airport.

shoreline, such as recreation, restoration, and commercial development where appropriate, beginning in 2026.

**Goal LU-6**      **Environmentally Hazardous Sites. Actively pursue and participate in environmental remediation of contaminated sites and vacant industrial lands using best available science.**

**Policy LU-6.1**      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.

**Policy LU-6.2**      Explore funding opportunities to assist with the cleanup of environmentally hazardous sites throughout town, improving the feasibility of economic development at these locations.

**Policy LU-6.3**      Engage in meaningful consultation with the Lower Elwha Klallam Tribe and the community to establish a vision for the future use and development of the old Rayonier Mill site based on post-cleanup conditions and development capacity. Consider housing needs, economic development potential, enhanced shoreline access, and opportunities to preserve open space and enhance marine wildlife habitat.

**Policy LU-6.4**      Designate the Rayonier cleanup sites on M Avenue as future open space.



*The old Rayonier Mill site*

**Goal LU-7**      **Growth Management and Regional Cooperation. Regulate development, manage growth, and annex land in a responsible manner that is beneficial to the community as a whole and is consistent with the Washington State Growth Management Act.**

**Policy LU-7.1**      Provide urban services, utilities, and capital facilities consistent with the **Capital Facilities Element**. Work with service providers to determine the appropriate levels of service.

**Policy LU-7.2**      Periodically review zoning regulations to ensure continued compliance with changes in state law, including but not limited to the Growth Management Act, the Shoreline Management Act, and the State Environmental Policy Act.

**ANNEXATION POLICIES**

See Goal LU-7 for more policies related to the urban growth areas and annexation.

- Policy LU-7.3** Promulgate all development regulations with due regard for private property rights to avoid regulatory takings or violation of due process and to protect the property rights of landowners from arbitrary and discriminatory actions.
- Policy LU-7.4** Establish performance measures to review progress toward accommodating growth and to ensure appropriate actions are taken to achieve the goals within the Comprehensive Plan.
- Policy LU-7.5** Assure that development review and permit processes operate in a fair, timely, and predictable manner and update processes from time to time to incorporate best practices, changes in law, and align with community priorities and values.
- Policy LU-7.6** The size and location of the Port Angeles Urban Growth Area (PAUGA) should be based, at minimum, on land use demand for residential and non-residential uses 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) and the Port Angeles **Land Use Element** and **Economic Development Elements**.
- Policy LU-7.7** 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. The City will only consider UGA boundary adjustments for a 1:1 swap. The land added to the City's UGA must only be designated for industrial, manufacturing, or commercial purposes to foster economic growth, create employment opportunities, and strengthen the community's economic base.
- Policy LU-7.8** 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.
- Policy LU-7.9** Facilitate annexation in a manner that will minimize financial impact to residents and businesses.
- Policy LU-7.10** 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.

**Policy LU-7.11** 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. To the extent feasible, urban services and facilities in the PAUGA should meet the City's design and construction standards.

**Policy LU-7.12** Ensure the protection of critical areas occurring within the Port Angeles Urban Growth Area (PAUGA) to prevent no net loss of ecological functions and values, consistent with WDFW's best available science. Avoid critical areas and resource lands in the PUAGA unless addressed as part of the City's Comprehensive Plan.

**Policy LU-7.13** 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 guidance on which Port Angeles designations and zoning may be appropriate, but case-by-case recommendations should be considered.

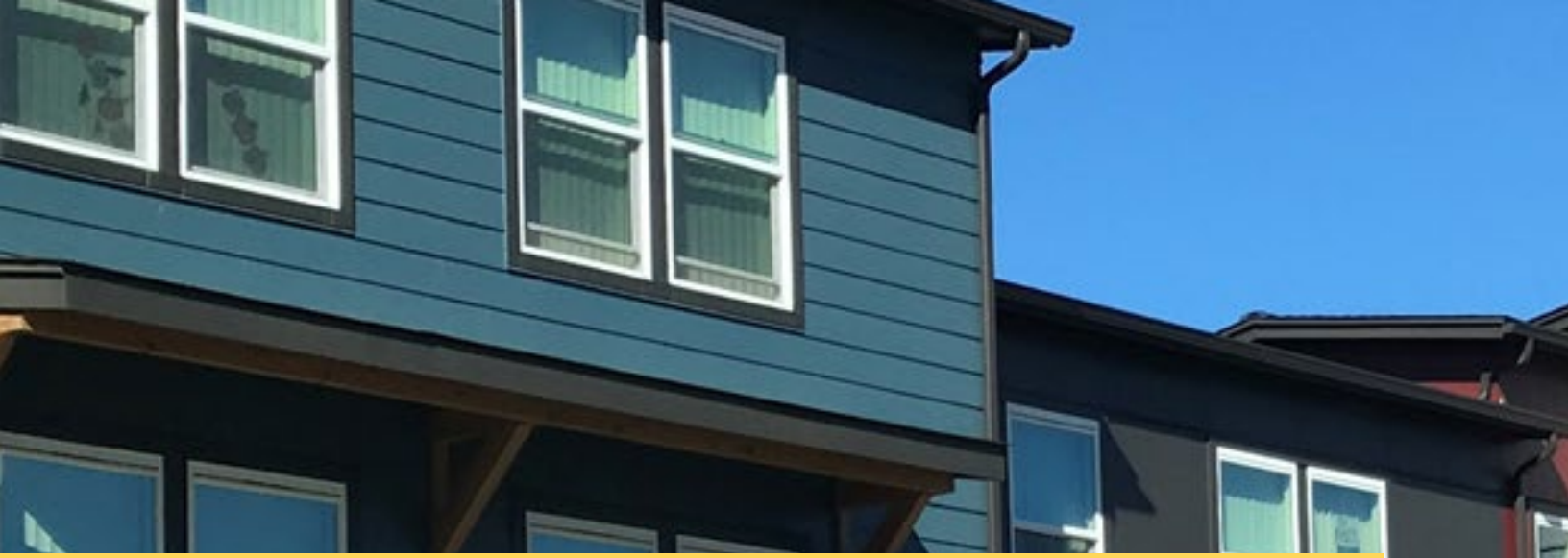
**Table 3: Annexation Land Use and Zoning Translation**

| 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-Medium Density Residential   | Residential, Low Density (R-11)                                 |
| Urban Very Low Density/Urban Low Density (VLD/LD)       | Low-Medium Density Residential   | Residential, Low Density (R-9)                                  |
| Urban Low Density (LD)                                  | Low-Medium Density Residential   | Residential, Mixed-Density (R-7)                                |
| Urban Moderate Density (MD)                             | Low-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)  |
| 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 Facilities or Parks and Open Space (depending on existing land use) |
| Open Space Overlay/Open Space Corridors (OS) | Parks and Open Space | Parks and Open Space   |

**Policy LU-7.14** Engage in meaningful consultation with the Lower Elwha Klallam Tribe and the County to strengthen County-wide planning policies to ensure all planning documents are utilizing the highest and best use of properties, while respecting treaty-protected or sovereign resources and land. Update interlocal agreements regularly to ensure consistency.

**Policy LU-7.15** Explore additional consultative best practices, similar to Meaningful Consultation, in close coordination with the Washington State Department of Commerce and Tribal representatives.



# Housing Element



## Introduction

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 there will be enough housing to accommodate expected city growth, along with a variety of housing to accommodate a range of income levels, ages, preferences, and household needs.



*Historic small lot development*

Addressing housing from various perspectives will be necessary to meet the housing needs of all 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, as well as 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

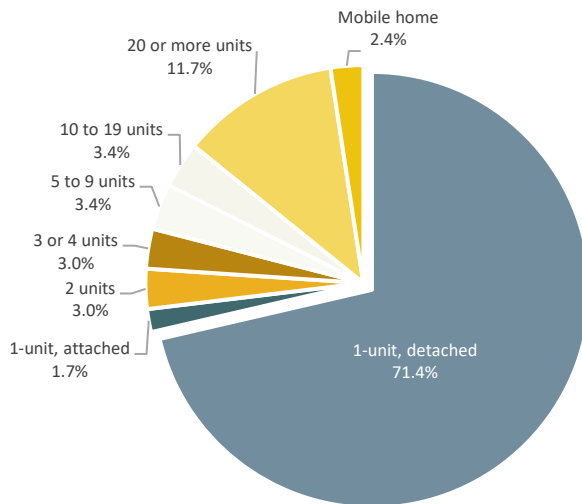
This section provides a summary of existing housing conditions in Port Angeles. For more details from the Housing Needs Assessment, see the Housing Appendix, which provides data and analysis that form the foundation for the Housing Element goals and policies.

## Housing Stock

### Types

According to 2022 Census estimates, Port Angeles had 9,930 housing units, 843 of 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, such as attached middle housing (duplexes, townhomes, etc.) and apartments.

Figure 2: Housing Unit Types in Port Angeles, 2022



Source: U.S. Census Bureau 2022 American Community Survey 5-Year Estimates, Table DP04.

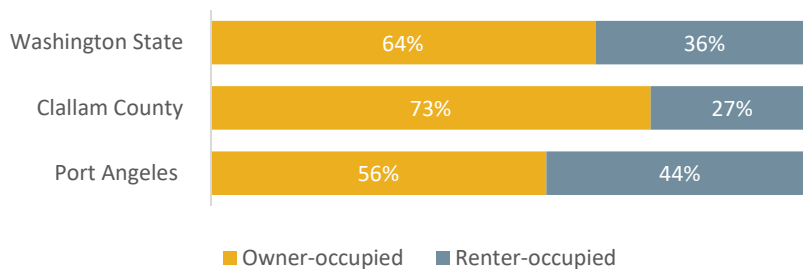
### Age of Buildings

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

### Housing Tenure

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

Figure 3: Households 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 primarily sourced from the U.S. Census Bureau's 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 decreased slightly from 42.4 to 41.3 years. The 2022 median is older than the state median age of 38.4 years but significantly younger than the county's median age of about 52, which is skewed by the high percentage of people aged 55 and older.

## Race and Ethnicity

Port Angeles' racial and ethnic demographics are significantly more homogeneous than the State's. However, between 2012 and 2012 the overall racial/ethnic diversity increased due to increases in 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 the American Indian and Alaska Native populations is more than twice that of the state. For more information, see the Racially Disparate Impacts section below and the **Housing Appendix**.

## Household Size

As of 2022, the average household size is 2.2 people. This is slightly larger than Clallam County's average household size of 2.1 and slightly smaller than the statewide average of 2.5. A quarter of households have three or more people, a rate similar to Clallam County. 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 that own their homes in Port Angeles earn more than twice as much as renter households (median income of \$73,425 vs. \$34,936). 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 by 55.6 percent. Although rents fluctuated between 2010 and 2015, they kept pace with income increases and home values. However, since 2017, home prices have risen 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 cost burdens, while almost three-quarters of homeowners are not cost-burdened. Between 2010 and 2022, the percentage of owner-occupied households earning \$150,000 or more increased at a much higher rate than that of 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

The lack of affordable, 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 compared with neighboring Sequim, which has seen much larger subdivisions and more active home developers 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 construction cost efficiency 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 1/10<sup>th</sup> of 0.1% sales and use tax has been collecting funds for affordable housing (ordinance 3655). Since 2020, four grants have been awarded, totaling \$869,998.

Port Angeles has several development regulations and financial incentives for affordable housing. 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, 18 affordable housing units have been built through it.

#### 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)

- A building permit fee waiver for affordable, infill, and multifamily housing projects. Since 2023, 53 housing development projects have utilized a fee waiver, resulting in the construction of 103 housing units through this program and more than \$450,000 in waived fees returned to developers.
- Predesigned and permit-ready plans for small projects, including accessory dwelling units and duplexes. Since 2023, 29 projects 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 awarded, totaling \$115,590.

The 2019 Housing Action Plan identifies several regulatory and financial barriers to building more affordable housing, including parking requirements, minimum lot sizes, and maximum height and lot coverage limits. In recent years, Port Angeles has adopted regulatory changes to make it easier to develop more housing 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 ends of the market. The city needs 370 rental units for households earning less than 30 percent AMI and 580 rental units for households earning more than 80 percent AMI to meet current demand. There is a significant surplus of 975 affordable units for 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.

#### 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 income limits for subsidized affordable housing units.

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

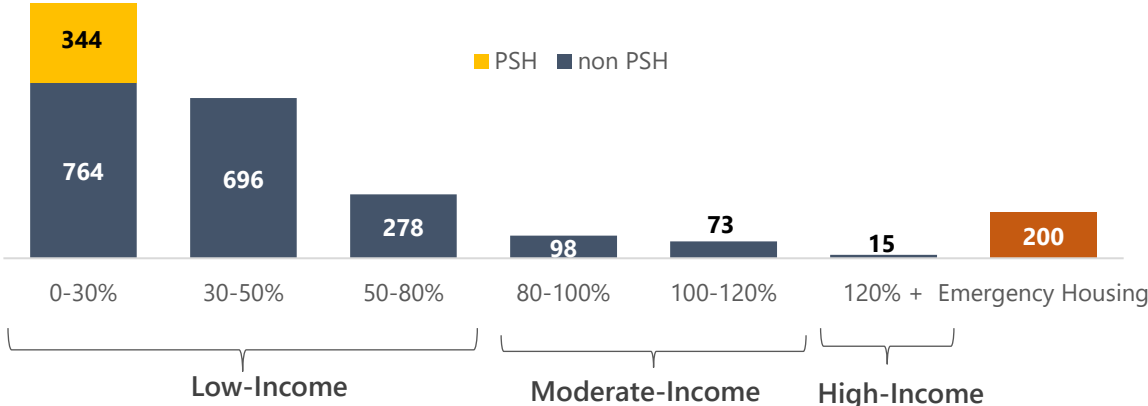
## Housing Capacity by Income Band

House Bill 1220, passed in 2021, amended the Growth Management Act to require an additional analysis of the income bands for which future housing units can serve, expressed as a percentage of the 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 based on County assessor data, allowed lot sizes, 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 the potential future development density in each zone, as outlined in Port Angeles’ current zoning code, and accounting for recent development densities in the city.

The results of this analysis were then aggregated by zone category, using 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% of AMI (Area Median Income) is provided in zones that allow apartments and multifamily housing. Additional ADU capacity is assumed to serve households earning 50-80% AMI. 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% or more of AMI is provided through zones that allow detached single-family homes. Note that housing developed or permitted since 2020 is counted toward meeting these projections; the Department of Commerce sets the baseline year for these housing-unit projections.

Figure 4: Growth and Housing Allocations



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

Overall, this analysis found that Port Angeles has sufficient zoned capacity to meet both its overall housing target and its housing targets for low-, moderate-, and high-income households under current zoning. However, the city showed a deficit of 69 units at the 0-80 percent AMI category – land capacity for units serving low-income households, as shown in the table below.

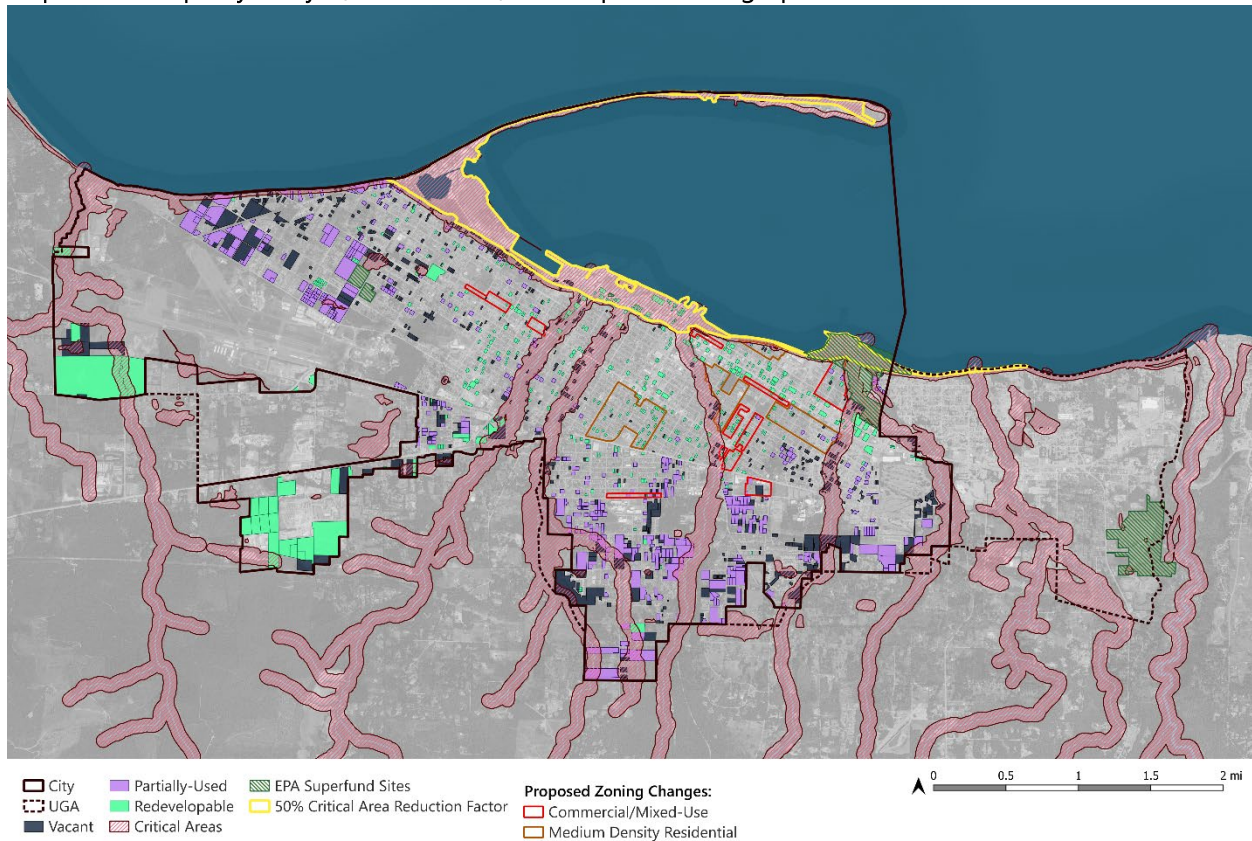
Table 4: Port Angeles Housing Targets and Capacity by Income Band

| Income Band  | Housing Needs | Aggregated Housing Needs | Pipeline Units | Remaining Housing Needs | Total Capacity | Surplus/Deficit |
|--------------|---------------|--------------------------|----------------|-------------------------|----------------|-----------------|
| 0-30 PSH     | 299           |                          |                |                         |                |                 |
| 0-30 Non PSH | 664           |                          |                |                         |                |                 |
| 30-50        | 605           | 1,809                    | 64             | 1,745                   | 1,676          | (69)            |
| 50-80        | 241           |                          |                |                         |                |                 |
| 80-100       | 85            |                          |                |                         |                |                 |
| 100-120      | 63            | 148                      | 56             | 92                      | 1,838          | 1,746           |
| 120+         | 13            | 13                       | 135            | (122)                   | 1,598          | 1,720           |
| <b>Total</b> | <b>1,970</b>  | <b>1,970</b>             | <b>255</b>     | <b>1,715</b>            | <b>5,112</b>   | <b>3,397</b>    |

Port Angeles Housing Targets and Capacity by Income Band. Source: Clallam County, Leland Consulting Group.

To address this deficit, several areas are proposed for zoning changes in accordance with the future land use map. These zones will support commercial and mixed-use development corridors near downtown, allowing for higher residential density. Several residential areas are proposed for upzoning to residential medium density and commercial zones, as shown in the map below.

Map 2: Land Capacity Analysis, Classification, and Proposed Zoning Update Areas



Source: City of Port Angeles, Leland Consulting Group.

The table below summarizes the total unit capacity, including these zoning changes. RCW 36.70A.115 states that cities planning under the GMA “shall ensure that, taken collectively, adoption of and amendments to their comprehensive plans and/or development regulations provide sufficient capacity of land suitable for development within their jurisdictions to accommodate their allocated housing and

employment growth.” Therefore, Port Angeles will adopt the zoning changes shown on the map concurrently with this Comprehensive Plan Update to ensure the city has sufficient capacity to meet its housing targets at all income levels.

Table 5: Port Angeles Housing Targets and Capacity by Income Band Under Proposed Zoning Update

| Income Band  | Housing Needs | Aggregated Housing Needs | Pipeline Units | Remaining Housing Needs | Total Capacity | Surplus/ Deficit |
|--------------|---------------|--------------------------|----------------|-------------------------|----------------|------------------|
| 0-30 PSH     | 299           |                          |                |                         |                |                  |
| 0-30 Non PSH | 664           | 1,809                    | 64             | 1,745                   | 1,777          | 32               |
| 30-50        | 605           |                          |                |                         |                |                  |
| 50-80        | 241           |                          |                |                         |                |                  |
| 80-100       | 85            | 148                      | 56             | 92                      | 1,801          | 1,709            |
| 100-120      | 63            |                          |                |                         |                |                  |
| 120+         | 13            | 13                       | 135            | (122)                   | 1,598          | 1,720            |
| <b>Total</b> | 1,970         | 1,970                    | 255            | 1,715                   | 5,117          | 3,462            |

Source: Clallam County, Leland Consulting Group.

## Goals and Policies

**Goal H-1**      **Housing Supply.** Provide a sufficient supply, variety, availability, and attainability of housing to meet community needs.

**Policy H-1.1**      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.

**Policy H-1.2**      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, workforce housing, 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.

**Policy H-1.3**      Promote middle housing and multi-household housing with family-size units (two or more bedrooms).

**Policy H-1.4**      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.

**Policy H-1.5**      Promote the efficient use of residential land to maximize development potential and make efficient use of municipal infrastructure. Encourage infill development with new housing units on vacant or underutilized land throughout the city, and promote administrative tools such as lot splits and unit lot subdivisions in residential neighborhoods (RCW 58.17.060 and 58.17.145).

**Policy H-1.6**      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



*Multifamily housing in Port Angeles*

assess the amount of housing produced under these standards.

- Policy H-1.7** 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.
- Policy H-1.8** Provide a mix of attainable market-rate housing and affordable options, ensuring that affordable housing integrates seamlessly into neighborhoods
- Policy H-1.9** 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.
- Policy H-1.10** Adopt regulations to discourage the redevelopment of existing mobile home parks to preserve an existing form of affordable housing. Educate land owners and residents on the requirements for relocation assistance in the case of physical displacement (RCW 59.21.021).
- Policy H-1.11** 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.
- Policy H-1.12** Allow attached and detached accessory dwelling units (ADUs) on all lots where single-household dwellings are permitted and conform to other ADU development regulations to state law requirements (RCW 36.70A.681).
- Police H-1.13** Allow tiny homes on a foundation to be developed as accessory dwelling units in select locations.
- Policy H-1.14** Regulate short-term rentals to balance negative impacts on housing affordability and neighborhood livability with benefits for property owners and tourism.
- Policy H-1.15** Ensure that City fees and permitting time are balanced between housing affordability considerations and the need for supporting City services.



*Tiny home ADU*

**Policy H-1.16** 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.

**Policy H-1.17** Promote and increase the number of downtown housing units in rehabilitated buildings, new buildings, and the conversion of underutilized commercial space.

**Goal H-2** **Housing Affordability and Access. Reduce disparities in housing access and mitigate the impacts of displacement on vulnerable communities.**

**Policy H-2.1** Strengthen coordination between the City, county, and service providers to provide homelessness support services and outreach with a “housing first” approach.

**Policy H-2.2** 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.

**Policy H-2.3** 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.

**Policy H-2.4** Support multi-generational housing and 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.

**Policy H-2.5** 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 transition to more stable and secure housing (RCW 35.21.683). Promote the development of shelters and supportive housing near services and transit access.

**Policy H-2.6** Undo racially disparate impacts, patterns of segregation, and inequitable outcomes caused by historic policies,



*Senior housing complex*

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.

- Policy H-2.7** Prohibit discrimination based on the source of tenant income (RCW 59.18.255).
- Policy H-2.8** Promote housing revitalization in targeted areas through adaptive reuse, preservation, renovation, and infill, with a focus on addressing disinvestment and mitigating racially disparate impacts.
- Policy H-2.9** When plans and projects are expected to create neighborhood change, use public investment and coordinate with nonprofit housing organizations to mitigate the impacts of market pressure that cause the involuntary displacement of low-income households and vulnerable communities.
- Policy H-2.10** 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).
- Policy H-2.11** 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.
- Policy H-2.12** 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).

**Goal H-3** **Housing Quality. Encourage the design, construction, and maintenance of housing to keep homes in good condition.**

- Policy H-3.1** Encourage the preservation and upkeep of existing housing. Conserve the existing housing stock through continued investment in adequate public services,



*New housing development in Port Angeles*



*Single-household residence*

appropriate zoning, design standards to buffer residential areas from conflicting uses, and encouragement of rehabilitation programs.

**Policy H-3.2** Consider funding and maintenance programs, such as the use of Community Development Block Grants, to preserve or rehabilitate housing that is showing signs of deterioration due to lack of maintenance or abandonment.

**Policy H-3.3** Permit and encourage the development of manufactured, prefabricated, and modular housing as affordable housing options.

**Policy H-3.4** 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.

**Policy H-3.5** 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.

**Policy H-3.6** Provide resources to help older residential buildings convert from wood and fossil fuel heating sources to electric heating and heat pumps.

**Policy H-3.7** Adequately and fairly enforce zoning and building codes to abate abandoned properties and ensure rental housing is safe, livable, and well-maintained.

**Policy H-3.8** Ensure existing single-household residences are protected from issues of non-conformity in the event a home is substantially damaged and must be rebuilt.

**Goal H-4** 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.

**Policy H-4.1** Engage in meaningful consultation with 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 development and provision of



*Workforce Housing Summit*

affordable and attainable housing on the North Olympic Peninsula.

**Policy H-4.2** Continue participation in a countywide housing task force of housing providers and developers. The goal of the task force is to coordinate efforts to provide affordable housing, encourage rapid review of low- and moderate-income housing projects throughout the County, and promote public education and awareness regarding the need for and nature of affordable housing.

**Policy H-4.3** 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.

**Policy H-4.4** 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.

**Policy H-4.5** 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.

**Policy H-4.6** 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.

**Policy H-4.7** 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.

**Policy H-4.8** Allow an increased density bonus for affordable housing located on property owned by a religious organization, consistent with state law (RCW 36.70A.545 and RCW 35A.63.300).



*Duplex*

- Goal H-5** Use the Housing Action Plan as a guide and implementation tool for City actions on development regulations, funding, and programs.
- Policy H-5.1** Use Port Angeles’s land to its full capacity, including by mitigating abandoned and dangerous properties that have the potential to see more productive use as safe and modern housing.
- Policy H-5.2** Promote housing renovation and rehabilitation, including promotion of utility programs that offer free or discounted weatherization and repair programs for windows, insulation, and heating/cooling systems.
- Policy H-5.3** Reduce the regulatory costs of housing development through a variety of programs and actions, such as offering permit-ready plans, providing affordable housing grants to eligible projects, waiving fees for specific project types, and continually adjusting and promoting the multifamily property tax exemption program.
- Policy H-5.4** Create and maintain staff positions for promoting housing development and stability. Key work of dedicated housing staff should include administering the City’s housing programs, applying for affordable housing funding, recruiting residential developers, training local builders, collaborating with housing partners, developing homelessness strategies, and implementing the Housing Action Plan.
- Policy H-5.5** Spark multifamily housing development and lead by example through City initiation of pre-development activities on public land. This could involve newly acquired land, surplus land, or co-location of housing with capital facilities.
- Policy H-5.6** Encourage the issuance of annual and periodic updates to the Housing Action Plan.
- Policy H-5.7** Develop measurable standards to assess the progress and implementation of the core recommendations of the Housing Action Plan.



# Economic Development Element

(Eric Neurath)

## 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 used 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. This Element prioritizes a collaborative approach, with success reflected in the growth of local businesses, advancement of key initiatives, and strong community partnerships.

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
- Improve 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
- 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 complete analysis is available in the **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 in Clallam County and the state over the past decade.
- Port Angeles' population has **aged** since 2012, with **22 percent of residents now over 65**. A higher share of retired residents can affect 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 most significant increase in jobs over the last decade. **Manufacturing**, on the other hand, now employs only half as many people in Port Angeles as it did 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 retail business has **five employees**, and there are 144 retail businesses in the city. 89 accommodation and food service businesses in the city employ an average of **eight people each**. 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 salaries, 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 that of other north Olympic Peninsula cities. **New development** could help increase the city's property tax revenue, and Washington's new Tax Increment Financing (TIF) program could be used to fund infrastructure for development without drawing on 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. Still, 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. Even with two incomes, households in some of the city's leading sectors, particularly in 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**, up from recent lower levels, 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 support 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, suggesting strong demand** for 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 complete 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. Still, vacant and underused properties, perceptions of crime and homelessness, and a lack of placemaking have hampered downtown's attractiveness and potential. Recent efforts by the Waterfront District and others are resulting in improvements in downtown, and the potential for new housing or the reuse of vacant second floors presents 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

**Goal ED-1** Diversify Port Angeles's 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.

**Policy ED-1.3** Encourage sustainable resource-based industries such as biomass manufacturing and value-added wood products at key industrial sites in the city.

**Policy ED-1.4** 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-1.5** Promote the diversification of the community's economic base by encouraging the location, retention, and expansion of local small and medium-sized businesses.

**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.

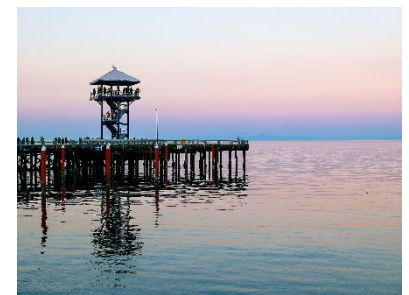
**Policy ED-1.7** Cooperate and partner with other jurisdictions, local nonprofits, associations, and community service organizations to support economic development.

**Policy ED-1.8** Continue to work with the Clallam County Economic Development Council (EDC), APEX, Center for Inclusive Entrepreneurship, the Small Business Development Center (SBDC), and other community organizations on business creation, growth, and expansion programs.

**Policy ED-1.9** Strengthen economic development communications and foster regular dialogue with community, business, Tribal, and regional partners to coordinate initiatives that advance shared prosperity.



*Hospital campus*



*City pier (Gwyn & Ami)*

- Policy ED-1.10 Support continued development of a strong maritime-related industry in the Port Angeles Harbor.
- Policy ED-1.11 Develop an economy that provides opportunities for Port Angeles' vulnerable and at-risk community members.
- Policy ED-1.12 Work with the Port to prioritize the airport as a significant economic asset and identify specific incentives to attract commercial services, such as fueling, flight schools, hangars, or scheduled passenger airline service.
- Policy ED-1.13 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.
- Policy ED-1.14 Encourage the establishment of maker spaces, small business incubators, and commissary kitchens in the city through the provision of additional industrial land or buildings, funding, or partnerships with nonprofits.
- Policy ED-1.15 Direct staff to prepare and present a feasibility report by 2027 to City Council on the potential use of TIF for key infrastructure and redevelopment projects in coordination with future Capital Facilities Plan updates.
- Policy ED-1.16 Establish a recurring industry summit or collaborative forum bringing together local businesses, workforce and education partners, economic development agencies, and public sector leaders to define and strengthen Port Angeles's industrial base. The focus of the convenings at a minimum will be 1) the identification of priority sectors that provide high-quality, family-wage jobs, 2) evaluating infrastructure and training needs, and 3) aligning City policies and investments to support sustainable, high-value industry growth.



**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

**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.

**Policy ED-2.3** 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, including the west side of town, through land use regulation, placemaking, and community partnerships.

**Policy ED-2.4** Foster remote and in-person office employment by promoting the 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-2.5** 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, hobbies, and user groups.

**Policy ED-2.6** 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.

**Policy ED-2.7** Support the establishment of a Creative District in Port Angeles to encourage and support artistic and cultural activities in the city.

**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.

**Policy ED-3.3** 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.

**Policy ED-3.4** Encourage the availability of rental car service in the downtown, within walking distance of the ferry terminal.



#### THIRD PLACES

Places where people spend time between home ("first" place) and work ("second" place). They are locations where we exchange ideas, have a good time, and build relationships. -

[Brookings](#)

- Policy ED-3.5 Support tourism and recreation activities which highlight Port Angeles' natural, cultural, and historical amenities through lodging tax funds and grants.
- 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.
- Policy ED-3.7 Support and enhance the use of the Field Arts and Events Hall Conference Center
- Policy ED-3.8 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, housing, high-quality infrastructure, and active maritime and waterfront uses.**

- Policy ED-4.1 Recognize, preserve, and promote historic and cultural properties downtown through the façade and sign improvement program and partnerships.
- Policy ED-4.2 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.
- Policy ED-4.3 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.
- Policy ED-4.4 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.
- Policy ED-4.5 Consider converting alleyways into attractive pedestrian zones for access to local businesses. Encourage alleyways to be used as pedestrian zones.

**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 Parking and Business Improvement



*City pier concert (Eric Neurath)*

- 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.
- 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-5.4** Consider best available science on sea level rise and recommend mitigation and adaptation strategies in the development of downtown.
- Policy ED-5.5** Ensure the ease and efficient reuse of contaminated properties through cleanup opportunities and state grant resources.
- 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-6.1** 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.
- Policy ED-6.2** Focus city's efforts on private businesses and jobs that are full time, year round, and that provide a strong benefit package.

**Policy ED-6.3** 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.

**Policy ED-6.4** Retain spending within the local area by supporting businesses that source locally and sell externally, rather than relying on external businesses that export wealth.



# Parks, Recreation & Open Space Element



*(Lynette Brillard)*

## Introduction

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 park planning, recognizing their multifaceted roles in recreation, environmental stewardship, neighborhood enhancement, and the cultivation of a strong community identity in Port Angeles. The Park, Recreation, and Open Space Element sets the qualitative goals that the quantitative Levels of Service standards will



*Civic Field*

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.

## Existing 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, including 14 playgrounds, 13 baseball and/or softball fields, nine 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, such as the Feiro Marine Life Center at 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 is located within Webster Woods Park, further integrating the arts and recreation. The Carnegie Library building, adjacent to the former fire hall, has been repurposed into a museum leased by the Lower Elwha Klallam Tribe.

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 transient boater moorage.

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.



*Pump track at Erickson Playfield Park*



*Volunteer Field*

**Table 6: Park Facilities Inventory**

| Park                                 | Location                                  | Description  | Amenities  |
|--------------------------------------|---|--|--|
| <b>5th &amp; Oak Park</b>            | 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"> <li>▪ Open Field</li> <li>▪ Park Benches</li> <li>▪ Picnic Tables</li> <li>▪ Playground</li> </ul>            |
| <b>9/11 Memorial Waterfront Park</b> | 400 N. Francis St. Port Angeles, WA 98362 | Formerly named Francis Street Park, this park is a central access point for Waterfront Trail/Olympic Discovery Trail users. Sweeping views of the harbor make this a community showcase park for our local citizenry and | <ul style="list-style-type: none"> <li>▪ Flag Pavilion</li> <li>▪ Open Grass Areas</li> <li>▪ Picnic Areas</li> <li>▪ Play Structures</li> </ul> |

| Park                                    | Location  | Description  | Amenities  |
|---|---|--|--|
|   |   | visitors. Features include handicapped parking for easy access to the trail and a lookout pavilion.  | <ul style="list-style-type: none"> <li>Viewpoint</li> <li>Walking Paths</li> <li>Waterfront Trail Access</li> </ul>  |
| <b>Campfire Clubhouse</b>               | 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 an excellent place for events up to approximately 75 people.   | <ul style="list-style-type: none"> <li>Banquet Hall</li> <li>Chairs</li> <li>Clubhouse Kitchen</li> <li>Meeting Rooms</li> <li>Rental Facility</li> <li>Restrooms</li> <li>Tables</li> </ul>   |
| <b>Charles R. Willson Memorial Park</b> | 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"> <li>Basketball Court</li> <li>Open Field</li> <li>Picnic Tables</li> </ul>  |
| <b>City Pier &amp; Hollywood Beach</b>  | 315 N. Lincoln St. Port Angeles, WA 98362                   | <p>The City Pier &amp; 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"> <li>Beach Access</li> <li>Covered Stage</li> <li>Hollywood Beach</li> <li>Park Benches</li> <li>Picnic Tables</li> <li>Restrooms</li> <li>Viewing Tower</li> <li>Walking Paths</li> <li>Waterfront Trail Access</li> </ul>                              |
| <b>City Pier Moorage Floats</b>         | 315 N. Lincoln St. Port Angeles, WA 98362                   | Ramps and moorage floats are provided, temporary moorage is complimentary, 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"> <li>ADA Accessible</li> <li>Seasonal Closures</li> </ul>  |
| <b>Civic Field</b>                      | 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"> <li>Baseball Field</li> <li>Bleachers</li> <li>Concession Stand</li> <li>Football Field</li> <li>LED Field Lighting</li> <li>Locker Room</li> <li>Parking</li> <li>Rental Facility</li> <li>Restrooms</li> <li>Soccer Field</li> <li>Stadium</li> </ul> |
| <b>Conrad Dyar Memorial Fountain</b>    | 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   | <ul style="list-style-type: none"> <li>Flag Pavilion</li> <li>Park Benches</li> <li>Water Fountain</li> </ul>  |

| Park                         | Location                                  | Description  | Amenities  |
|------------------------------|---|--|--|
|                              |   | 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.  |  |
| <b>Crown Park</b>            | 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 that 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"> <li>▪ Open Grass Areas</li> <li>▪ Park Benches</li> <li>▪ Picnic Tables</li> <li>▪ Playground</li> <li>▪ View Parking</li> </ul>  |
| <b>Dream Playground</b>      | 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, and in 2023, the playground was completely rebuilt to modern equipment standards, utilizing donations and lodging tax funds. | <ul style="list-style-type: none"> <li>▪ Play Structures</li> <li>▪ Playground</li> </ul>  |
| <b>Ediz Hook Boat Launch</b> | 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"> <li>▪ Boat Ramp</li> </ul>  |
| <b>Elks Playfield</b>        | 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"> <li>▪ Bleachers</li> <li>▪ Open Field</li> <li>▪ Pickleball Courts</li> <li>▪ Playground</li> <li>▪ Restrooms</li> <li>▪ Softball Diamond</li> </ul>  |
| <b>Erickson Playfield</b>    | 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, a pump track, a 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"> <li>▪ Covered Picnic Area</li> <li>▪ Four Tennis Courts</li> <li>▪ Open Field</li> <li>▪ Parking</li> <li>▪ Picnic Tables</li> <li>▪ Playground</li> <li>▪ Pump Track</li> <li>▪ Restrooms</li> </ul> |
| <b>Erickson Skate Park</b>   | 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: skateboards, bicycle motocross or BMX bikes, inline/roller skates, and scooters  | <ul style="list-style-type: none"> <li>▪ Skate Park</li> </ul>   |

| Park                          | Location   | Description   | Amenities   |
|-------------------------------|--|---|---|
| <b>Gateway Pavilion</b>       | 125 East. Front St.<br>Port Angeles,<br>WA 98362       | The Gateway is on Front and Lincoln and serves as Port Angeles' Public Transit Center. The Gateway can be rented for events.  | <ul style="list-style-type: none"> <li>▪ ADA Accessible</li> <li>▪ Parking</li> <li>▪ Pavilion</li> <li>▪ Restrooms</li> </ul>  |
| <b>Harborview Park</b>        | 700 Ediz Hook Road,<br>Port Angeles,<br>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"> <li>▪ Beach Access</li> <li>▪ Open Grass Areas</li> <li>▪ Picnic Tables</li> <li>▪ Restrooms</li> </ul>  |
| <b>Haynes View Point</b>      | 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"> <li>▪ View Parking</li> <li>▪ Viewpoint</li> </ul>   |
| <b>Hazel Porter Kiel Park</b> | 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 an open field with space for families to play and picnic.  | <ul style="list-style-type: none"> <li>▪ Open Field</li> <li>▪ Picnic Tables</li> <li>▪ Tennis Court</li> </ul>   |
| <b>James View Point</b>       | W. 2nd St. and Oak St. Port Angeles, WA 98362          | James View Point is located at the top of the zigzag on 2nd Street and Oak Street, beginning on the south side of Laurel Street. The small park offers a great view of the harbor, the Strait of Juan de Fuca, and Canada.  | <ul style="list-style-type: none"> <li>▪ Open Grass Areas</li> <li>▪ Park Benches</li> <li>▪ Viewpoint</li> </ul>   |
| <b>Jessie Webster Park</b>    | 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"> <li>▪ Open Space Areas</li> <li>▪ Picnic Tables</li> <li>▪ Walking Paths</li> </ul>  |
| <b>Lincoln Park</b>           | 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"> <li>▪ BMX Track</li> <li>▪ Clubhouse</li> <li>▪ Disc Golf Course</li> <li>▪ Dog Park</li> <li>▪ Loomis Rentals</li> <li>▪ Open Field</li> <li>▪ Picnic Tables</li> <li>▪ Playground</li> <li>▪ Restrooms</li> <li>▪ Trails</li> <li>▪ Water</li> <li>▪ Youth Baseball Field</li> </ul> |
| <b>Lions Park</b>             | 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   | <ul style="list-style-type: none"> <li>▪ Covered Picnic Area</li> <li>▪ Open Field</li> <li>▪ Open Grass Areas</li> </ul>   |



| Park                                | Location  | Description   | Amenities  |
|-------------------------------------|---|---|--|
| <b>Rains Park</b>                   | 921 E. 8th St.<br>Port Angeles, WA<br>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"> <li>▪ Open Field</li> <li>▪ Picnic Tables</li> <li>▪ Playground</li> </ul>  |
| <b>Rayonier Locomotive #4</b>       | Chase Street & Lauridsen Boulevard<br>Port Angeles, WA<br>98362 | The Rayonier Locomotive #4 was acquired by Rayonier in 1947 and used to load and move lumber from Rayonier’s mill and products to the main lines, bound 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.                                  |  |
| <b>Sail &amp; Paddle Park</b>       | 700 West Ediz Hook Rd. Port Angeles, WA<br>98362                | Sail & Paddle Park is located on Ediz Hook just east of the former Nippon Paper Mill. This park features excellent 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"> <li>▪ Beach Access</li> <li>▪ Open Grass Areas</li> <li>▪ Park Benches</li> <li>▪ Picnic Tables</li> <li>▪ View Parking</li> </ul>  |
| <b>Shane Park</b>                   | 613 S. G St.<br>Port Angeles, WA<br>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 hub for outdoor sports in Port Angeles, hosting both youth and adult soccer and softball leagues.  | <ul style="list-style-type: none"> <li>▪ ADA Accessible</li> <li>▪ Basketball Court</li> <li>▪ Open Field</li> <li>▪ Park Benches</li> <li>▪ Parking</li> <li>▪ Picnic Tables</li> <li>▪ Playground</li> <li>▪ Restrooms</li> <li>▪ Soccer Field</li> <li>▪ Softball Diamond</li> <li>▪ Walking Paths</li> </ul> |
| <b>Valley Creek Estuary</b>         | 313 Marine Drive<br>Port Angeles, WA<br>98362                   | Valley Creek Estuary was built through a combined effort between the City of Port Angeles and other local organizations. The park offers views of the Port Angeles harbor, the Olympic Mountains, the Straits of Juan de Fuca, and Canada.  | <ul style="list-style-type: none"> <li>▪ Friendship Bridge</li> <li>▪ Open Grass Areas</li> <li>▪ Park Benches</li> <li>▪ Pavilion</li> <li>▪ Viewing Tower</li> <li>▪ Waterfront Trail Access</li> </ul>  |
| <b>Vern Burton Community Center</b> | 308 E. 4th St.<br>Port Angeles, WA<br>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 its hardwood floors and a high ceiling, both suitable for sports. A well-equipped commercial kitchen is available, along with tables and chairs for up to 500 people. Its | <ul style="list-style-type: none"> <li>▪ ADA Accessible</li> <li>▪ Banquet Hall</li> <li>▪ Basketball Court</li> <li>▪ Chairs</li> <li>▪ Fully Functioning Kitchen</li> <li>▪ Indoor Sports</li> <li>▪ Meeting Rooms</li> <li>▪ Parking</li> <li>▪ Pickleball Courts</li> </ul>                                  |

| Park  | Location  | Description   | Amenities   |
|---|---|---|---|
|   |   | downtown location provides easy access to transportation and amenities.   | <ul style="list-style-type: none"> <li>Public Address System</li> <li>Restrooms Tables</li> <li>TOA Stereo Music System</li> <li>Volleyball</li> </ul>                                    |
| <b>Veterans Memorial Park</b>                     | 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"> <li>Flag Pavilion</li> <li>Memorial Markers</li> <li>Open Grass Areas</li> <li>Park Benches</li> <li>Reflection Pond</li> <li>Walking Paths</li> </ul> |
| <b>Volunteer Field</b>                            | 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 at 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 about using the facility.</p> | <ul style="list-style-type: none"> <li>Baseball Field</li> <li>Football Field</li> <li>Parking</li> <li>Restrooms</li> <li>Soccer Field</li> <li>Turf Infield</li> </ul>                  |
| <b>Waterfront Trail (Olympic Discovery Trail)</b> | 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 extend it further east and west.   | <ul style="list-style-type: none"> <li>Beach Access</li> <li>Park Benches</li> <li>Trails</li> <li>Walking Paths</li> </ul>   |
| <b>Webster's Woods Art Park</b>                   | 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.   |   |
| <b>Wolverton Park &amp; Community Garden</b>      | 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"> <li>Community Garden</li> <li>Open Field</li> </ul>  |

### Level of Service

The level of service for city parks is 8.0 acres per 1,000 population.

Based on the population projections through 2045, the future need for park land is approximately 185 acres. Considering the existing developed parkland together with land designated for future park development (as noted in the Existing Facilities section above), Port Angeles is on track to maintain adequate parkland for the future.

However, the Comprehensive Plan suggests referring to the Clallam County Comprehensive Park and Recreation Master Plan (2024) as a helpful document for local service until Port Angeles drafts and implements its own Parks Plan to refine the location, shape, pace, and style of facilities improvements based on a more fine-grained look at equitable access, distribution, and function.

## 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.



*sn̓aʔn̓áʔant cáw̓n̓ən ʔəssaqt̓únt*

Looking ahead, the city has several unfunded projects requiring attention, such as replacing the senior center front doors and addressing necessary repairs for the city pier and lighting at Shane & Elks Field. In contrast, the aluminum bleacher upgrades are active and planned for completion with the purchase of units in 2025 and 2026 through the general fund CFP process. The Parks Department is actively pursuing FEMA funding for repairs to the Ediz Hook boat launch. While neighborhood park development relies on donations, securing resources for the other currently unfunded projects will be crucial for future improvements.

The Capital Facilities Plan, attached in the **Capital Facilities 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.

## Goals and Policies

**Goal PR-1** 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.

**Policy PR-1.1** Provide Port Angeles with a diversity of open spaces, parks, and recreation facilities and programs appropriately distributed throughout the City.

**Policy PR-1.2** 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. Prioritize improvements for parks and facilities with the greatest need to bring them to a level consistent with other parks in the system.

**Policy PR-1.3** Retain and reflect the natural beauty of the area that attracts visitors, business, and residents to Port Angeles.

**Policy PR-1.4** Protect the visual character of the community through open spaces, streetscapes, borrowed landscapes, and publicly owned natural resource areas. 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 the use of planter strips with drought-tolerant vegetation and bio-retention facilities.

**Policy PR-1.5** Forge effective partnerships and strengthen ties with other public, private, and non-profit providers, including providing high-quality recreational opportunities.

**Policy PR-1.6** Identify waterfront improvements to increase marine transportation and recreation.

**Policy PR-1.7** Identify appropriate locations for small (pocket) parks, community gardens, and food forests throughout the community and integrate them into the City's park system. Look for ways to connect these open spaces to create habitat corridors.



*Hollywood Beach*



*Olympic Discovery Trail signage*

- Policy PR-1.8 The City should continue to provide or participate with private sponsors to provide high-quality recreational opportunities.
- Policy PR-1.9 Provide a system of walking trails and bicycle paths to complement and coordinate with the existing street system and promote recreational opportunities and physical activity.
- Policy PR-1.9 Continue to participate as a partner in the extension of the Olympic Discovery Trail through the City to the western City limits.
- Policy PR-1.10 Advance efforts to improve or provide access to Valley, Tumwater, Peabody, Ennis, and White's Creeks through the development of an integrated trails system.
- Policy PR-1.11 Evaluate and implement opportunities to incorporate diverse, sustainable plantings during renovations of existing parks and in the design of new parks. Where feasible, convert portions of existing turf areas to more sustainable planting designs that provide ecological and aesthetic benefits.
- Policy PR-1.12 Recognize the Zig-Zag ramp at Oak Street as a critical pedestrian connection between downtown and the bluff neighborhoods and prioritize its future design and replacement through Capital Facilities planning.



*Bioretention pond (PWKS Engineering)*

**Goal PR-2 Enhance 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.**

- Policy PR-2.1 Provide consistently high-quality recreational experiences to residents and visitors through a wide variety of park types and features.
- Policy PR-2.2 Strive for excellence through efficient, accurate, and skillful performance in every process, service, and product delivered by the Parks and Recreation providers.
- Policy PR-2.3 Keep citizens involved and informed about parks and recreation issues, services, and family-friendly features and amenities.

- Policy PR-2.4 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, resulting in a sustainable and resilient park system.
- Policy PR-2.5 Incorporate health and nutrition into parks and recreation programming.
- Policy PR-2.6 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.
- Policy PR-2.7 Provide programs and opportunities that are sensitive to the needs of all of its citizens, including those with limited financial resources, disadvantaged youth, older adults, people with disabilities, and those with other special needs.
- Policy PR-2.8 Expand recreational opportunities for youth by supporting the development of diverse facilities and programs that serve a range of ages and interests. Encourage investment in facilities such as indoor and outdoor courts, rinks, and multipurpose activity spaces, and explore partnerships with schools, nonprofits, and private providers to meet youth recreation needs.
- Policy PR-2.9 Promote economic growth through recreational tourism and attract visitors and new business by enhancing the image of the community through beautification and recreation programs.

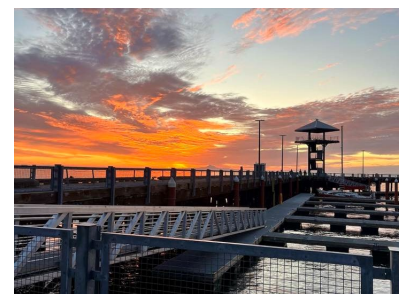


*Playground at Erickson Playfield Park*

**Goal PR-3** Encourage the development of parks and recreational opportunities for all residents of the City and increase access to natural areas in a manner that minimizes adverse impacts and achieves the desired urban design of the City.

**Policy PR-7.1** Ensure that the development and planning of parks and recreational facilities are consistent with **the Capital Facilities Element**.

**Policy PR-7.2** Utilize land donated for public use to provide common open space, public buildings, parks, and recreational opportunities.



*City Pier new railing*

- Policy PR-7.3** 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.
- Policy PR-7.4** 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 facility's criticality.
- Policy PR-7.5** 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.
- Policy PR-7.6** 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 account for sea level rise risks.



# 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 conservation vision. 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.



*Big Boy Pond (PWKS Engineering)*

## Conservation and Sustainability Priorities

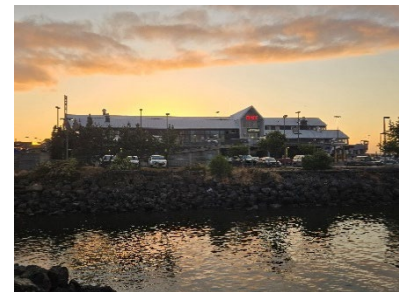
### Protecting Natural Resources Today for a Healthier Tomorrow

As part of the comprehensive plan visioning process, 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.



*View of the wharf*

## Goals and Policies

**Goal C-1** Promote sustainable development and land use that is compatible with the overall natural environment, historical, archaeological, and cultural amenities.

**Policy C-1.1** 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.

**Policy C-1.2** Building density should decrease as natural constraints increase.

**Policy C-1.3** Establish minimum and maximum standards for the development of properties that contain or adjoin critical areas for the purpose of protecting such areas, ensuring no net loss of ecological functions and values consistent with best available science from WDFW for the protection and enhancement of critical areas. Strive for net ecological gain when feasible in State-designated Critical Areas.

**Policy C-1.4** Regulate site design, preparation, and development to avoid or minimize damage to wetlands and other environmentally sensitive areas.

**Policy C-1.5** 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 C-1.6** 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 C-1.7** Coordinate its environmental regulations with County, State, and Federal regulations to simplify the permitting process and to reduce associated costs to the land user.

**Policy C-1.8** Implement site-specific requirements for individual development proposals to mitigate any adverse impacts created by the development, particularly in areas identified as critical areas, to achieve no net loss of ecological



*Feiro Marine Life Center*

functions and values. Strive for net gain when feasible in State-designated Critical Areas.

**Policy C-1.9** In collaboration with the Washington Department of Fish and Wildlife, consider measures to minimize conflicts between humans and wildlife, particularly deer.

**Policy C-1.10** Implement lighting designs, practices, and standards that protect the night sky and reduce the negative impacts of light pollution, such as sky glow, disruption of ecosystems, and energy waste.

**Goal C-2** *Protect and enhance the area's unique physical features, its natural, historical, archaeological, and cultural amenities, and the overall environment.*

**Policy C-2.1** 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 climate change impacts.

**Policy C-2.2** Promote and highlight Port Angeles' plentiful natural beauty, amenities, and cultural history.

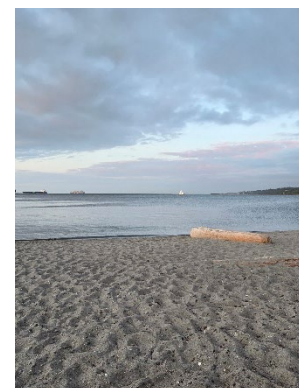
**Policy C-2.3** Recognize the essential role of critical areas and the shoreline in community health and ecological resilience. Strive for net ecological gain, in State-designated Critical Areas, of functions and values when feasible, with close guidance from WDFW's best available science.

**Policy C-2.4** Develop and implement a plan to improve water quality, which includes measures to reduce and minimize stormwater pollutants and combined sewer overflow pollutant discharges.

**Policy C-2.5** Prioritize long-term environmental benefits and impacts over short-term ones when making decisions.

**Policy C-2.6** 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



*Waterfront beach*

archaeological sites by following and requiring best management practices for archaeological preservation.

- Policy C-2.7** 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.
- Policy C-2.8** Publicly recognize the many values and environmental services provided by trees in an urban setting (treating stormwater runoff, reducing the urban heat island, filtering air pollutants and noise, etc.) and identify opportunities to plant trees.
- Policy C-2.9** 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, as identified in a Tree Protection Ordinance.
- Policy C-2.10** 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.
- Policy C-2.11** 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 C-3** 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 C-3.1** 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 C-3.2** 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.

**Policy C-3.3** Continue meaningful consultation with the Lower Elwha Klallam Tribe on shoreline restoration, sustainable fisheries management, and cultural resource protection.

**Goal C-4** **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 C-4.1** Preserve shoreline areas for future generations by restricting or prohibiting development that would interfere with the shoreline ecology or irretrievably damage shoreline resources.

**Policy C-4.2** Maintain and restore riparian vegetation in estuaries, shoreline areas, and on tributary streams, which affect shoreline resources wherever possible.

**Policy C-4.3** Employ techniques to rehabilitate degraded shorelines and estuaries for the purpose of shoreline stabilization and habitat enhancement wherever possible.

**Policy C-4.4** Preserve and protect aquatic habitats including shellfish habitat, kelp and eelgrass habitat, and important marine vegetation by periodically evaluating and adapting fish and wildlife habitat policies and codes to address and mitigate climate risks.

**Policy C-4.5** Development patterns and densities on lands adjacent to shorelines should be compatible with shoreline uses and resources and reinforce the policies of the Shoreline Management Act and the City's Shoreline Master Program.

**Policy C-4.6** Designate an adequate shoreline area for water-oriented commercial and industrial development based on the **Land Use Element**.

**Policy C-4.7** 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 C-4.8** 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.
- Goal C-5** Create open space within the urban landscape, retain natural landscapes, preserve fish and wildlife habitat, and provide natural corridors connecting wildlife habitats.
- Policy C-5.1** Preserve unique or major natural landscape features such as marine shorelines, estuaries, bluffs, ravines, streams, wetlands, wooded areas, endangered wildlife habitat, and other environmentally sensitive areas.
- Policy C-5.2** Promote the preservation of fish and wildlife habitat and open space corridors between the waterfront and Olympic National Park.
- Policy C-5.3** Regulate access to natural areas and open spaces 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.
- Policy C-5.4** 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.
- Policy C-5.5** The City will investigate and review various models for timberland stewardship.



# 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 (MJHMP), 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 to improve the community's resilience over the coming years. Through the goals and policies outlined below, the City will work to build community resilience to better prepare for natural hazards and climate impacts, reduce greenhouse gas emissions from local sectors and activities, and work 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 CO<sub>2</sub> (MTCO<sub>2e</sub>), which is approximately 6.7 MTCO<sub>2e</sub> 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, flooding, landslides, tsunamis, sea level rise, wildfires, and wildfire smoke, among others. Past growth and development indicate that the City of Port Angeles's vulnerability to the identified natural hazards has generally increased since the 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.



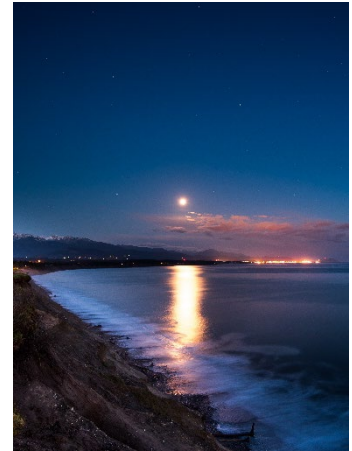
*Port Angeles Fire Department  
(Jay Cline)*

## 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 and increase the resiliency of our forested and natural areas.

## Goals and Policies

- Goal HM-1** Protect and improve ecosystems, including the urban forest, by increasing resilience to climate hazards that pose a risk to forest health, fish and wildlife habitats, and water quality.
- Policy HM-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 HM-1.2** 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 resiliency.
- Policy HM-1.3** Encourage private forest landowners to increase the climate resiliency of forests, streams, 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 HM-1.4** 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 HM-1.5** 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 enhance forest health.
- Policy HM-1.6** Begin planting native and climate-resilient trees and other native vegetation in parks and open spaces using a combination of assisted population migration and assisted range expansion in preparation for warmer, drier summers.
- Goal HM-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



*Waterfront at night (Isaac Gautschi)*



*Neighborhood bio swales*

and enhance the area's unique, natural, historical, archaeological, and cultural amenities.

- Policy HM-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.
- Policy HM-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.
- Policy HM-2.3** Require low impact development techniques, including Green Building, where feasible, in all new developments, in all new developments to reduce stormwater impacts and carbon emissions.
- Policy HM-2.4** Evaluate risks of development on coastal bluffs that are impacted by sea level rise and erosion.
- Policy HM-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.
- Policy HM-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 HM-2.7** Work with conservation partners to establish a native plant nursery and seed bank to support long-term restoration and carbon sequestration efforts.



*Shane Park pond*

**Goal HM-3** 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 HM-3.1** 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 HM-3.2** Update Port Angeles Municipal Code to reflect the need for improvements to the urban forest, specifically street trees and green infrastructure.



*Hamilton Elementary School*

- Policy HM-3.3** Maximize tree canopy coverage in surface parking lots, along street corridors, within all critical areas, and prioritize heat-vulnerable areas and critical habitat corridors.
- Policy HM-3.4** Conduct canopy assessments on a routine basis to determine the effectiveness of programs such as the City Shade Street Tree Program.
- Policy HM-3.5** Incentivize the use of drought-tolerant native and non-native, non-invasive species in new development and redevelopment.
- Policy HM-3.6** Maintain the Tree City USA designation as an important step in ensuring environmental justice, which acknowledges the myriad of benefits trees provide.

**Goal HM-4** 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 HM-4.1** Protect and restore watershed-scale processes to maximize the ecological benefits and climate resilience of riparian ecosystems, utilizing best available science.
- Policy HM-4.2** Protect and restore riparian vegetation to reduce erosion, provide shade, and support other functions that improve the resiliency of our urban streams.
- Policy HM-4.3** 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 HM-4.4** 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 HM-4.5** 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 HM-5** 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.

**Policy HM-5.1** Adopt the 2025 Clallam County Multi-Jurisdictional Hazard Mitigation Plan in its entirety.

**Policy HM-5.2** Identify and prioritize critical facilities within Port Angeles in need of back-up generators.

**Policy HM-5.3** Protect and enhance the climate resilience of urban forests by implementing climate-smart forest management.

**Policy HM-5.4** Identify the Wildland-Urban Interface and implement strategies for reducing wildfire risk potential in these areas.

**Policy HM-5.5** 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.

**Goal HM-6** 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.

**Policy HM-6.1** Encourage partnerships between local farms/farmers and residents to establish local food production projects and local composting, gleaning, and green waste recycling projects.

**Policy HM-6.2** Connect local farms/farmers with the North Olympic Land Trust for the preservation of farmland through the use of conservation easements.

**Policy HM-6.3** 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 HM-6.4** Update the list of approved street trees in the Urban Standards and Guidelines to include a variety of fruit-bearing trees.

**Policy HM-6.5** Update language around animal husbandry within the City to break down barriers to owning and raising small livestock.

**Goal HM-7** 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 HM-7.1** Continue to implement residential conservation and rebate programs to provide equitable access to energy-saving opportunities.

**Policy HM-7.2** Ensure all community members have equitable access to green space within 1/3 mile radius of their home.

**Policy HM-7.3** 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 HM-8** Improve public transit, active transportation, and zero-emission vehicle access, making transportation safer, cleaner, and more accessible to all community members.

**Policy HM-8.1** Improve trails, sidewalks, streets, and public facilities to encourage walkability and non-motorized transportation.

**Policy HM-8.2** 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 HM-8.3** Incentivize electric vehicle infrastructure in new residential and commercial developments.

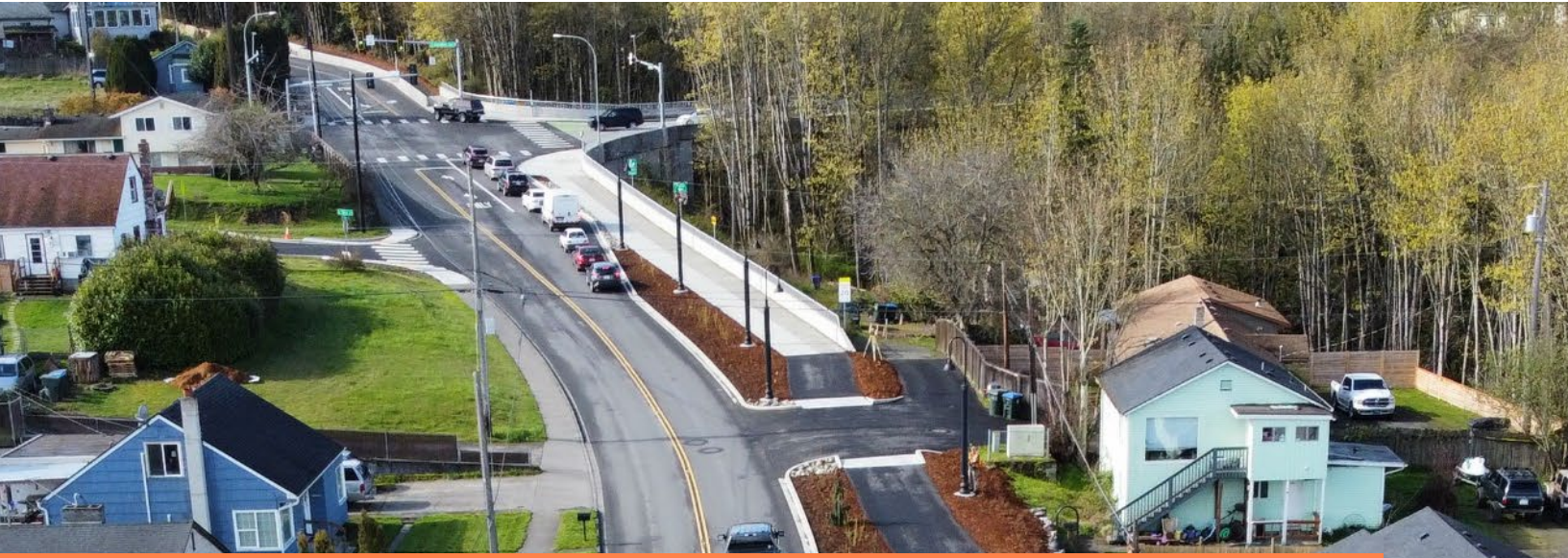
**Policy HM-8.4** Incentivize the electrification of the city's Port infrastructure and allow marine electrification.

**Policy HM-8.5** Explore alley conversion into attractive pedestrian zones for improved access to local businesses.

**Policy HM-8.6** Encourage development of low-carbon-impact transportation infrastructure.



*Bicyclists on Ediz Hook (Lynette Brailard)*



# 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 a number of goals and policies.

Several national, state, and regional agencies influence transportation mobility options in Port Angeles, including the United States Department of Transportation, the Washington State Department of Transportation, the Peninsula Regional Transportation Planning Organization, the Port of Port Angeles, the Clallam County Public Works Department, 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 data, among workers 16 years or older, 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 (2019-2023 American Community Survey (ACS) 5-Year Estimates. Table S0801. US Census Bureau, 2023). 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. William R. Fairchild International Airport in the western part of the city no longer offers regular commercial flights since Kenmore Air ceased operations in 2008.



*Race Street improvements*

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's street network is classified into four categories by functions and average daily traffic volumes: local/access roads, collector arterials, minor arterials, and principal arterials.

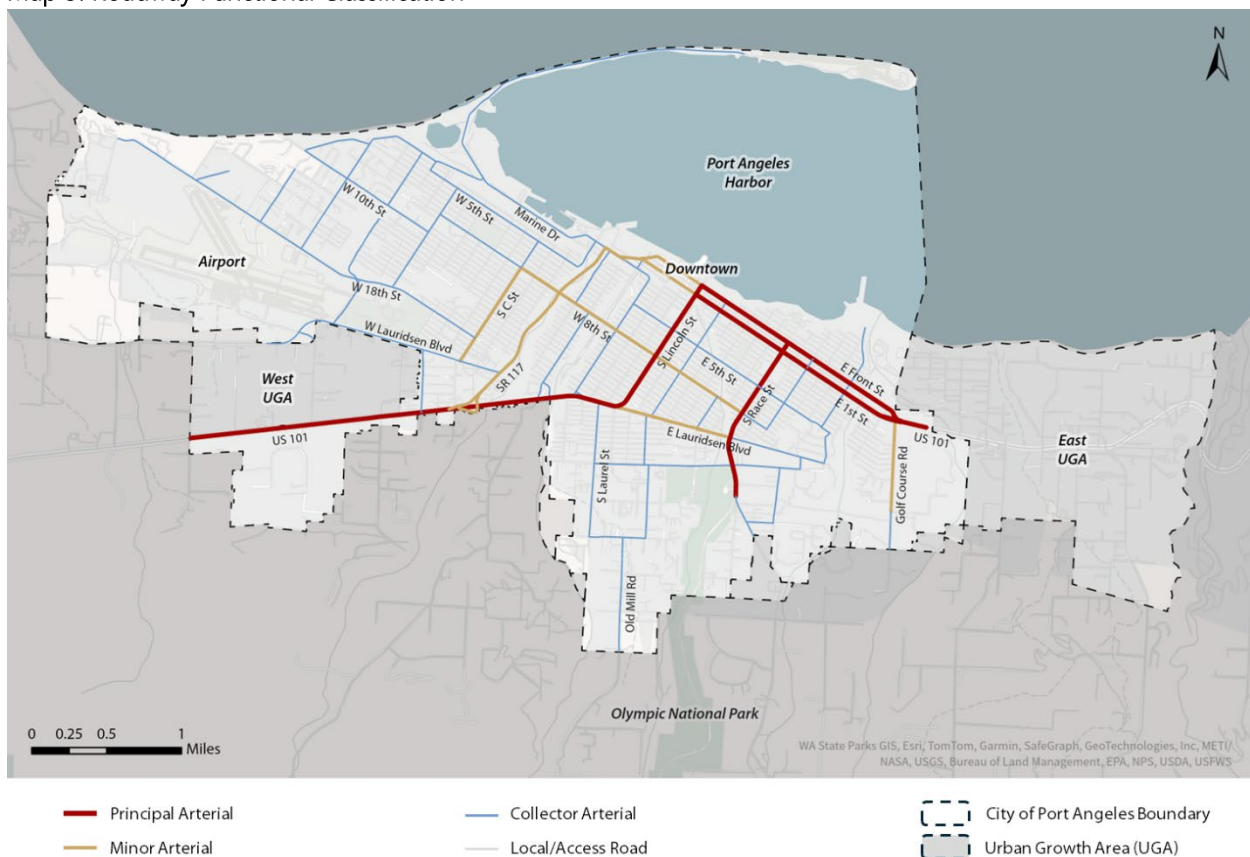
**Map 3** shows the street network with its classifications. Following the replacement of the Lauridsen Boulevard Bridge, the City has observed increased traffic demand along E Lauridsen Boulevard between S Lincoln Street and S Race Street in the past ten years. As conditions evolve, the City may consider 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 1<sup>st</sup> 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 1<sup>st</sup>/Front Street couplet and W Lauridsen Boulevard along the Tumwater Creek, accommodating freight mobility, including logging trucks that routinely load and offload 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, the 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 1<sup>st</sup>/Front Street couplet, as there are no through routes south.

Map 3: Roadway Functional Classification

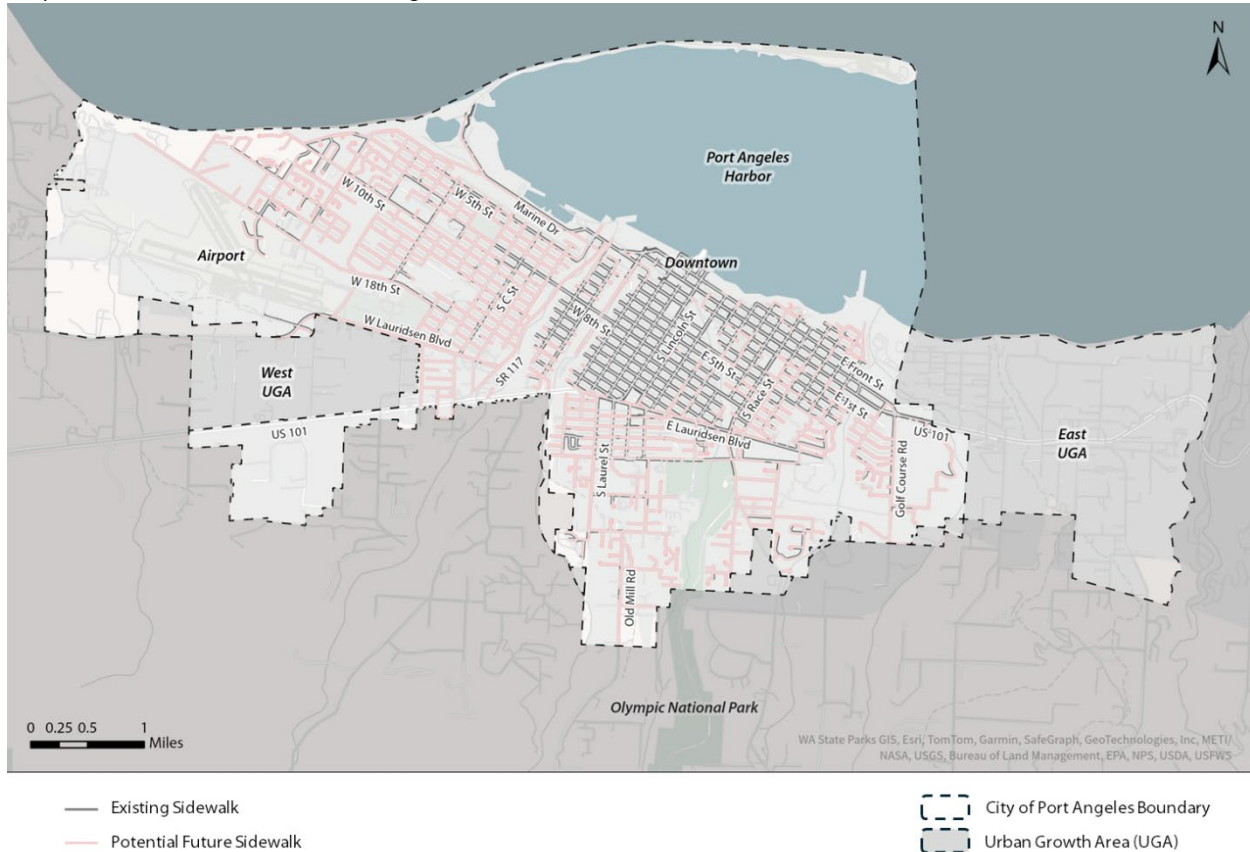


Source: City of Port Angeles, Fehr & Peers, 2025.

## 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 city's current sidewalk infrastructure totals approximately 83 miles, including both sides of each road. The City has identified a need to expand its sidewalk infrastructure. **Map 4** shows the current sidewalks in Port Angeles, as well as potential future sidewalks (e.g., areas where none exist).

**Map 4: 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 **Map 5**, the City has constructed dedicated bike lanes along the following corridors:

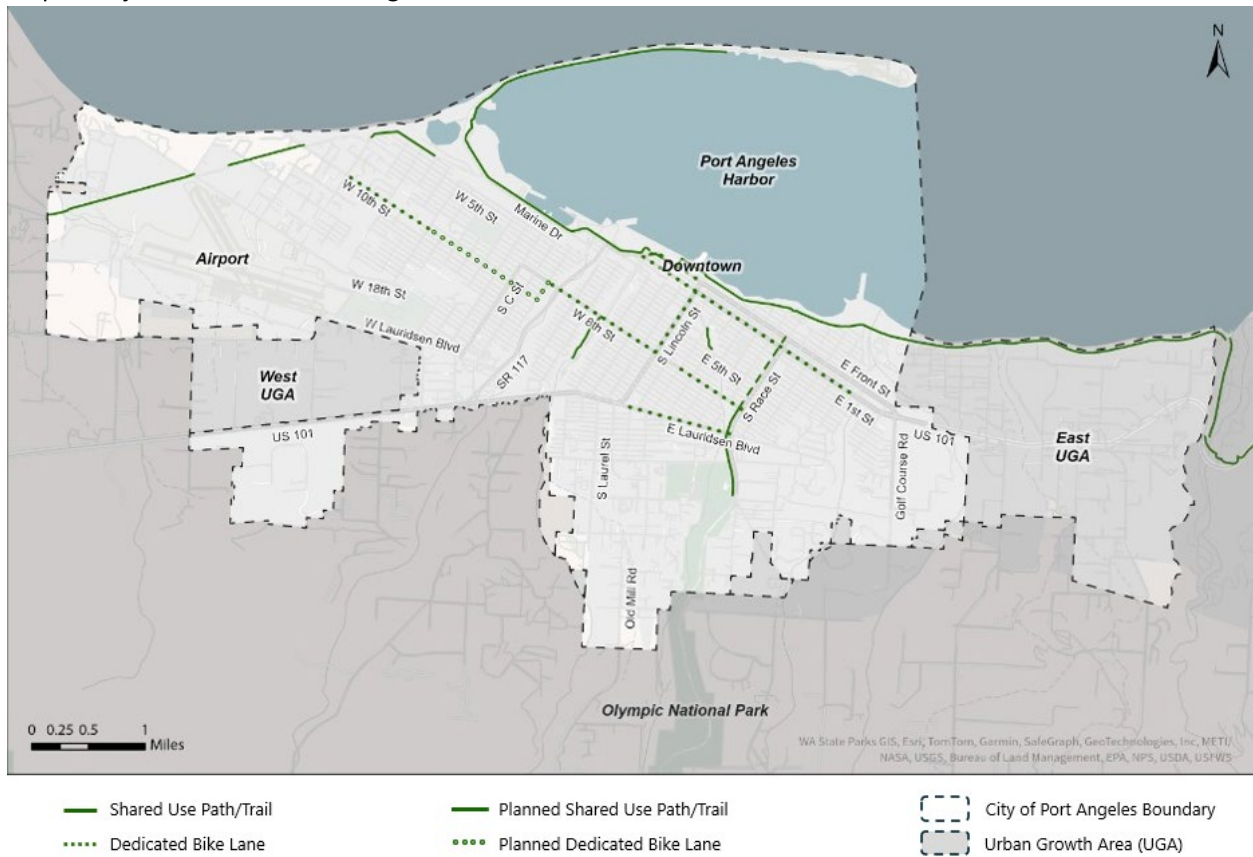
- Front Street between Marine Drive and N Lincoln Street
- 1st Street between Marine Drive and N Alder Street
- S Lincoln Street between 1st Street and E 8th Street
- E 8th Street between S Peabody Street and S Race Street
- E Lauridsen Boulevard between S Lincoln Street and S Race Street
- W 8th Street 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 total six miles. In addition to near-term projects, the Race Street Complete Street Project will add another 0.6-mile shared-use path/trail between E 8<sup>th</sup> Street and Front Street. The project is scheduled to enter the planning and design phase in 2025. **Map 5** illustrates the existing and near-term bicycle and pedestrian facilities within Port Angeles city limits.

**Map 5: Bicycle Network in Port Angeles**



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

One quantifiable metric Port Angeles could use to evaluate the quality of existing bicycle infrastructure is the bicycle level of traffic stress (LTS). LTS scores range from 1 to 4, with the lowest level of traffic stress 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 a methodology for determining bicycle LTS, so Fehr & Peers developed a set of criteria to analyze current conditions and identify potential future active transportation projects. Detailed criteria for determining bike LTS are documented in the **Transportation Appendix**.

**Map 6** below shows the results of bike LTS in Port Angeles. Most local access streets are classified as LTS 1 because streets in residential areas typically have lower speed limits and traffic volumes, creating 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.

**Map 6: Current Bicycle Level of Traffic Stress (LTS)**



- Shared Use Path/Trail
- ..... Dedicated Bike Lane
- Planned Shared Use Path/Trail
- ..... Planned Dedicated Bike Lane
- Bike LTS 1
- Bike LTS 2
- Bike LTS 3
- Bike LTS 4
- - - City of Port Angeles Boundary
- - - Urban Growth Area (UGA)

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

## Automobile Network

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.

**Map 7** provides a brief description of each LOS letter designation based on the Highway Capacity Manual (HCM), 6th Edition.

**Map 7: Study Intersections and Segments**



Source: Fehr & Peers, 2025.

Map 8: Existing Conditions Intersection and Roadway Segment LOS Results



Source: Fehr & Peers, 2025.

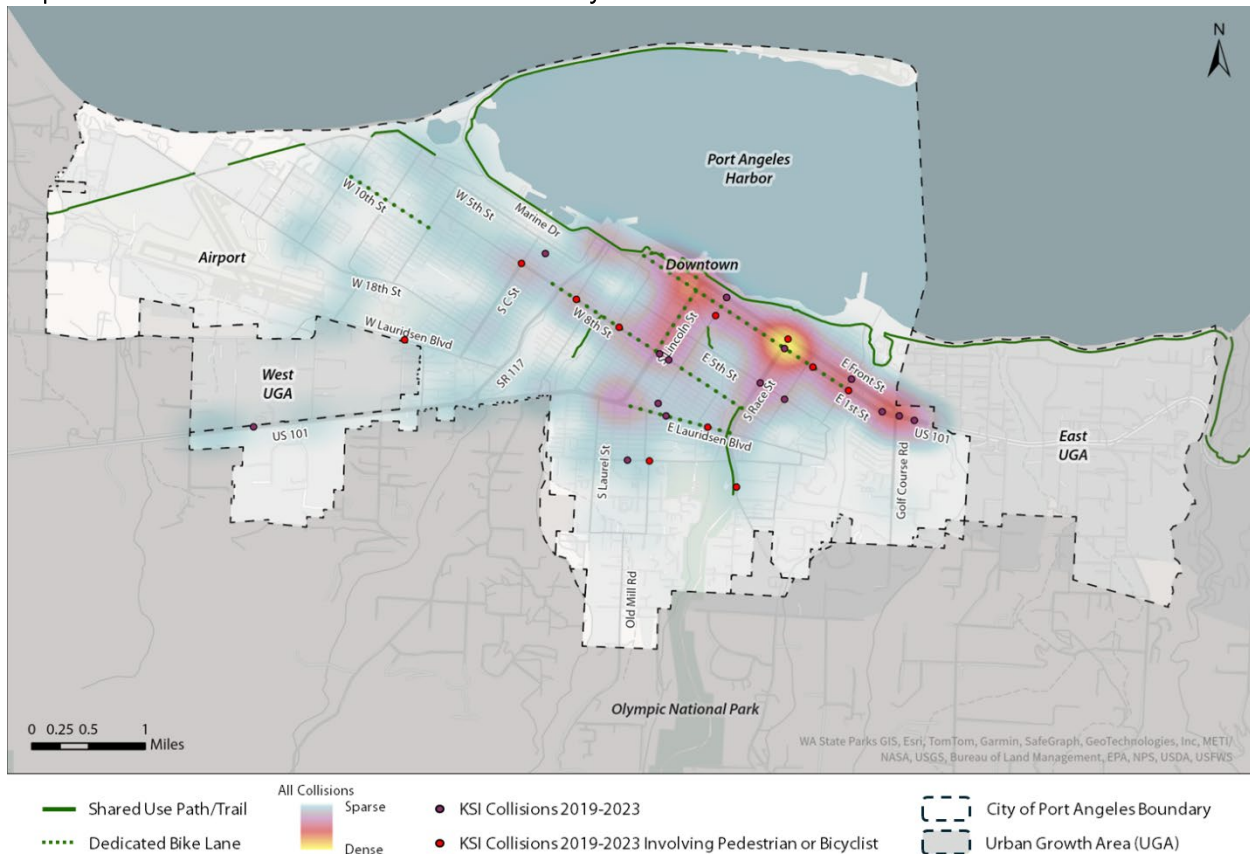
## Safety

Collision data from 2019 to 2023 was obtained from WSDOT to identify collision hotspots in Port Angeles (2023 data was the most recent available when this plan was drafted). 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.

**Map 9 illustrates** the locations of collisions that resulted in a fatality or serious injury, based on 2019-2023 WSDOT data. The map reveals that most collisions occurred along the principal arterials, particularly at intersections along the 1<sup>st</sup>/Front Street couplet. In addition, according to City staff, another fatal collision occurred on US 101 near Del Guzzi Drive in 2024.

Map 9: Collisions in the Past Five Years within the City's Limit



Source: Fehr & Peers, WSDOT, 2025.

## Potential Future Investments

The previous sections describe the City's vision for accommodating travel for everyone in Port Angeles, guided by a framework of multimodal networks and policies to achieve it. This section describes the Transportation Element project needs, which, if addressed, would provide a safer and more connected multimodal system by utilizing a Complete Streets approach to improve 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 address them 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 **Transportation 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 near the level of revenue needed to fully fund the project needs presented in the **Transportation Appendix. Table 7** 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 those 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 million for operations and approximately \$30 million for capital projects (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).

**Table 7: 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 pedestrian safety on Port Angeles roadways and to meet Council and citizen expectations for complete streets. | \$3,000,000           |

| ID  | Project Name/Location  | Project Description  | 20-Year Cost Estimate     |
|---|--|--|---------------------------|
| 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, the number of lanes, and limiting vehicle access or creating pedestrian malls to facilitate improved 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               |
| 7   | Prioritize Pavement Maintenance                              | This project includes patching, chip sealing, and HMA overlay to distressed pavement areas.  | \$20,000,000 <sup>1</sup> |
| 8   | ADA Transition Plan Implementation                           | This project details the implementation of the City's ADA Transition Plan  | \$3,000,000 <sup>2</sup>  |
| <b><i>Mitigation Projects</i></b>                         |  |  |                           |
| 9   | 1st/Front Street between S Lincoln St and S Golf Course Road | The city will continue monitoring traffic volumes, with the results guiding the evaluation of access control measures and the implementation of capacity enhancements to address future traffic growth.  | \$500,000                 |
| 10  | US 101 between S Golf Course Road and N Baker Street         | The city will continue monitoring traffic volumes, with the results guiding the evaluation of access control measures and the implementation of capacity enhancements to address future traffic growth.  | \$500,000                 |
| 11  | US 101/Golf Course Road intersection                         | Replace the existing signal-controlled intersection with a roundabout  | \$8,500,000               |
| <b><i>Active Transportation Connectivity Projects</i></b> |  |  |                           |
| 12  | Stevens Middle School Walking Routes                         | Install sidewalks and curb ramps on designated school walking routes near Stevens Middle School.   | \$915,000                 |

| ID   | Project Name/Location   | Project Description   | 20-Year Cost Estimate |
|--|---|---|-----------------------|
| 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 a 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 near 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          |
| <b>Total 20-Year Capital Projects Cost Estimate</b>    |   |   | <b>\$71,820,300</b>   |
| <b>Total 20-Year Capital Projects Funding Estimate</b> |   |   | <b>\$74,000,000</b>   |

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.

## Goals and Policies

**Goal T-1**      Develop a coordinated, multimodal transportation system that serves all areas of the city and all types of users in a safe, accessible, economical, and efficient manner.

**Policy T-1.1**      Improve trails, sidewalks, streets, and public facilities to encourage walkability and non-motorized transportation

**Policy T-1.2**      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.

**Policy T-1.3**      Support public and private transportation providers to provide greater access and opportunities to residents, including advocating for Sunday and holiday transit service.

**Policy T-1.4**      Consider traffic flow and transportation system user safety and comfort in designing parking resources (on-street and off-street) as well as commercial loading.

**Policy T-1.5**      Provide safer and more interconnected bicycle and pedestrian facilities and establish multimodal level of service standards. Build sidewalks on both sides of the street on school walking routes. Build bicycle facilities on roadways with high levels of bicycling traffic.

**Policy T-1.6**      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.

**Goal T-2**      Enhance network connectivity, prioritize emergency response, and promote climate resiliency through sustainable transportation innovations.

**Policy T-2.1**      Facilitate the planning processes necessary for the development of an alternate local cross-town route with improvements around the downtown area.

- Policy T-2.2 Look for ways to prioritize emergency service vehicles and prepare detour plans and signage for east-west accessibility, especially in case of natural hazards.
- Policy T-2.3 Locate principal, minor, and collector arterial streets on the edge of neighborhood boundaries wherever possible.
- Policy T-2.4 Improve current emergency evacuation routes by identifying alternative east-west connections and more accessible routes to assembly areas.
- Policy T-2.5 Emergency response and evacuation should be key factors in residential subdivision street designs and circulation patterns.
- Policy T-2.6 Coordinate land use and transportation plans and programs with other public and private stakeholders that promote climate resiliency.
- Policy T-2.7 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 vehicle miles traveled.

**Goal T-3** Move people and goods safely by improving circulation and transportation facilities.

- Policy T-3.1 The safety of vulnerable roadway users shall be a primary concern in developing Port Angeles’s circulation system.
- Policy T-3.2 Strengthen development regulations as necessary to preserve right-of-way along roadways to facilitate implementation of the City’s adopted Complete Streets policy.
- Policy T-3.3 Require sidewalks to be included in all development and redevelopment proposals where sidewalks do not exist at the time of the development application. Permeable materials are preferred for sidewalk construction where feasible. Prioritize installing and improving sidewalks in underserved neighborhoods with high pedestrian activity to promote equitable access to safe, accessible pedestrian infrastructure, and explore funding mechanisms for these areas.

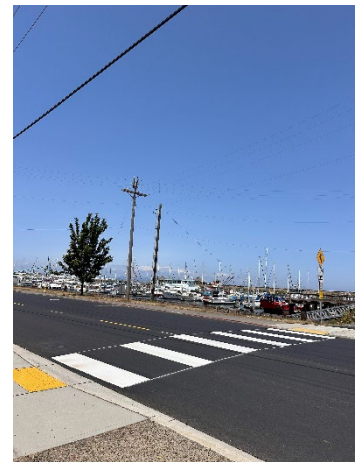
**COMPLETE STREETS**  
 Complete streets are streets that have not only vehicular traffic but also fully accommodate people walking, bicycling, and using mobility devices. This may include elements like sidewalks, curb ramps, landscaping, lighting, seating, bike lanes, crosswalks, and transit stops.

**Goal T-4**      **Strengthen connections for industry and commerce while promoting prosperity, safety, and equity.**

- Policy T-4.1**      Improve turning movements between the roadway network and industrial sites by prioritizing safety, accessibility, and efficiency, while considering traffic flow and maneuvering space.
- Policy T-4.2**      Consider developing and implementing minimum design standards for curb space and loading/unloading zones to balance the needs of various land uses.
- Policy T-4.3**      Support engagement with neighborhood, commercial, and industrial stakeholders to address concerns related to traffic congestion, pollution, and safety.

**Goal T-5**      **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 and stakeholders.**

- Policy T-5.1**      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**.
- Policy T-5.2**      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.
- Policy T-5.3**      Consider traffic flow modifications such as signalization, signing, parking restrictions, channelization, and one-way couplets before physical alterations are made to existing streets.
- Policy T-5.4**      Design and construct new arterial streets, local access streets, and alleys to conform to the most current editions of Federal, State, and Local standards.
- Policy T-5.5**      Private development must ensure publicly dedicated street rights-of-way are constructed in accordance with the Roadway Functional Classification Map.
- Policy T-5.6**      Coordinate the development of the City's comprehensive service and facilities plan for streets, bikeways, pedestrian




*Marine Drive paving (PWKS Engineering)*

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walkways, and the overall transportation system and regional transportation plans.

**Policy T-5.7** Support property owners and transportation service providers 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.

**Policy T-5.8** Coordinate with regional partners and WSDOT to assess roads for flooding and landslide hazards.



# Capital Facilities Element

PORT ANGELES  
FIRE DEPARTMENT

## Introduction

The City of Port Angeles relies on a robust network of capital facilities to support its 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 planning and providing adequate capital facilities to accommodate growth and maintain essential services. Understanding these requirements, exploring potential funding avenues within the city, and acknowledging the role of alternative service providers are crucial to the continued prosperity of Port Angeles.

The Growth Management Act (RCW 36.70A) mandates that local governments in Washington, including the City of Port Angeles, 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.



*City Hall parking lot (PWKS Engineering)*



*Port Angeles Fire Department*

To address its capital facility needs, the City of Port Angeles has several potential funding sources available. These may include a portion of property tax levies 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 collaborate with private entities or philanthropic organizations to secure funding or in-kind contributions for facilities, such as parks or community centers. This element provides a broader view of funds. At the same time, the Capital Improvement Program (CIP- [Linked Here](#)) shows specific facility projects with assigned funding sources 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.
- **Electric Facilities:** Distribution lines for phase 2 and 3 power, poles for power and collocation, and substations for all municipal electricity users.

- **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 of Port Angeles is directly responsible for many core capital facilities, it's important to recognize that alternate entities provide some essential services and infrastructure. Special-purpose districts, such as fire, library, or port districts, 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 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.



*City Hall stormwater system*

**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. See the **Land Use Appendix** for an inventory of EPFs. The Capital Facilities Element of the City's Comprehensive Plan will identify the existing inventory of city-owned facilities, detailing their current conditions, capacities, and any identified deficiencies. Furthermore, based on projected growth, the element will forecast future capital facility needs and directly relate these projections to the established Level of Service standards to ensure that the city can maintain or improve the desired quality and quantity of public services as Port Angeles evolves. By strategically planning for and investing in these vital assets while coordinating with other service providers, the City of Port Angeles can ensure a resilient and prosperous future for its community.

**Table 8: Level of Service (LOS) Standards**

| Level of Service (LOS) Standards |  |
|----------------------------------|--|
| Police                           | 600 persons per one officer  |
| Fire                             | Four-minute response time OR residential sprinkler system installation, 1.75 career personnel per 1,000 residents  |
| Solid Waste Collection           | City-wide level of service standard of 400 pick-up accounts per 1000 population within six years from the time of development  |
| Schools                          | <ul style="list-style-type: none"> <li>▪ High School: 125 sq ft permanent educational space/student</li> <li>▪ Middle School: 104 sq ft permanent educational space/student</li> <li>▪ Elementary School: 100 sq ft permanent educational space/student</li> </ul> |

| Level of Service (LOS) Standards                               |  |
|--|--|
| Water Service  | <ul style="list-style-type: none"> <li>▪ Single-family: 2 gpm @ 30 psi (Fire: 1000 gpm @ 20 psi &gt; 3,600 sq ft; 500 gpm @ 20 psi &lt; 3,600 sq ft)</li> <li>▪ Multi-family: 1 gpm @ 30 psi (fire per Uniform Fire Code);</li> <li>▪ Commercial: per Uniform Fire Code;</li> <li>▪ Industrial: per Uniform Fire Code</li> </ul> |
| Sewer Service  | 300 gallons per day per person   |
| Electrical Service   | 118 volts (120 volt base)  |
| Telecommunications (telephone, cable television, and internet) | See the <b>Utilities Element</b> .   |
| Stormwater Run-off   | Post-development run-off not to exceed that allowed by the Department of Ecology Stormwater Management Manual for Western Washington, as adopted by the City   |
| Arterial Streets   | Average daily Level of Service (LOS) of D or better  |
| Highways of Statewide Significance (HSS)                       | Level of Service (LOS) D or better, consistent with the Regional Transportation Plan (RTP)   |

## Existing Facilities, Capacity, and Forecasted Needs

See the City's dedicated [Capital Facilities webpage](#) for the inventories of existing capital facilities, descriptions of capacity, and summaries of forecasted needs.

## Goals and Policies

**Goal CF-1** 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, and ensure equitable access and outcomes for all community members.

**Policy CF-1.1** Establish general level of service standards for each urban utility and service. Such standards should be used to assess the impacts of development and ensure the continued provision of utilities and services. These standards should prioritize equitable service delivery and be regularly evaluated for their impact across different communities within the city, and if a funding shortfall occurs in the CFP as a result of revenue assumptions, the City will reassess the land use element at that time.

**Policy CF-1.2** Each comprehensive service and facility plan should be consistent with the Comprehensive Plan, the County-Wide Planning Policy, and the State Growth Management Act.

**Policy CF-1.3** Develop individual comprehensive service and facility plans, and require concurrency and standards to be met at the time of new development, 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
- Emergency services (police, fire, and medical response)

**Policy CF-1.4** 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
- Solid waste collection and disposal

**Policy CF-1.5** Comprehensive service and facility plans should:

- Be consistent with the general level of service standards established in the Comprehensive Plan
- Establish detailed level of service standards, as needed
- Meet all local, state, and federal health and safety requirements
- Include an inventory of current facilities, measurements of current and future service capacities, and forecast future service and facility improvements necessary to serve the 20-year vision of the Comprehensive Plan Land Use Map
- Provide 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.

**Policy CF-1.6** 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 an amendment to the Comprehensive Plan, provided a public hearing is held before the City Council.

**Policy CF-1.7** 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 meet the diverse needs of all community members.

**Policy CF-1.8** 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.

**Policy CF-1.9** Consider the cumulative effect of development on the City's need for adequate public service buildings (administration, recreation centers, etc.). Ensure that the location and design of public service buildings are accessible and welcoming to all members of the community.

**Policy CF-1.10** Consider projected climatic change impacts and adaptation strategies to determine whether adequate services can be provided into the future, prior to approving any development.

**Policy CF-1.11** Take a leading role in enhancing visitors' first impression of the community by maintaining and upgrading the City's public facilities, green infrastructure, and strengthening the nuisance abatement program.

**Goal CF-2** Provide streets at minimum levels of service for all city residents and the general public. Emphasize equitable access to and quality of streets for all residents, while being mindful of affordability.

**Policy CF-2.1** 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.

**Policy CF-2.2** 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 wayfinding and place identification for visitors and residents alike.

**Policy CF-2.3** 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



*City Hall Bioretention pond*

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

**Policy CF-2.4** 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.

**Policy CF-2.5** 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 CF-3** 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.

**Policy CF-3.1** The City should cooperate with the County and the community's health care providers to ensure quality health care facilities within the City that serve the region as a whole. Advocate for equitable access to quality health care services for all residents, regardless of their socioeconomic status or location.

**Policy CF-3.2** Support public education and Peninsula College, including initiatives for rebuilding schools.

**Policy CF-3.3** 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.

**Policy CF-3.4** The City should cooperate with the County in planning for adequate correctional facilities.

**Goal CF-4** 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, and reduce development costs to private property owners.

- Policy CF-4.1** Consider efficient use of utilities, rain gardens, limited expansion of impervious surfaces, and adaptation strategies in planning and designing capital facilities.
- Policy CF-4.2** Revise existing urban development standards in low-density residential areas to include low-impact development standards for streets, pedestrian and non-motorized access, sewer, and fire suppression to better reflect the needs of suburban densities and conditions in outlying undeveloped areas of the City and PAUGA.
- Policy CF-4.3** The City should invest in Green Infrastructure, Low Impact Development (LID), and similar technologies to maintain and enhance environmental quality.
- Policy CF-4.4** Encourage the use of Low Impact Development stormwater management techniques (such as vegetated roofs, permeable pavement, rainwater harvesting, and bioretention) for all new developments.

**Goal CF-5** **Increase the capacity for solid waste, landscape waste, and recycling collection and disposal.**

- Policy CF-5.1** 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
- Policy CF-5.2** Evaluate the opportunity for the City to operate a composting facility.
- Policy CF-5.3** Coordinate with waste management providers on public education on what is recyclable, and strategize methodologies to increase customer participation.
- Policy CF-5.4** 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 CF-6** **Reduce waste-related greenhouse gas emissions from wastewater and landfills.**

- Policy CF-6.1** Evaluate wastewater facility to reduce greenhouse emissions and build resilience to climate impacts such as landslides.

- Policy CF-6.2** Maximize the cogeneration 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 and reduce emissions.
- Policy CF-6.3** Reduce vulnerability of access routes to the wastewater treatment plant and consider identifying alternative routes should primary routes be compromised.
- Goal CF-7** 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.
- Policy CF-7.1** 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.
- Policy CF-7.2** Coordinate resource distribution and services before, during, and after a hazard event and ensure equitable distribution of resources.
- Policy CF-7.3** Identify safe evacuation routes for earthquakes, tsunamis, high-risk debris flow, landslide areas, and wildfires. Ensure that evacuation routes are accessible to all residents, including those with mobility issues or limited transportation options. Develop alternative emergency evacuation routes to increase route redundancy.
- Policy CF-7.4** 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.
- Policy CF-7.5** 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.
- Policy CF-7.6** Strengthen response to earthquakes, tsunamis, and landslides with incident management teams to increase resilience.

- Policy CF-7.7** Create a Community Wildfire Preparedness Plan, provide education and outreach to residents to ensure their personal preparedness, and enhance emergency services to increase efficiency of wildfire response and recovery capabilities.
- Policy CF-7.8** 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.
- Policy CF-7.9** 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.
- Policy CF-7.10** Improve brush clean-up operations to decrease wildfire fuel.
- Policy CF-7.11** Incentivize growth and expansion of water-positive businesses, maintaining fire life safety protection standards.





# Utilities & Public Services Element



## Introduction

The **Utilities and Public Services Element** serves as a required framework to detail the locations and capacities of existing and proposed utilities, such as electricity and telecommunications. Beyond a simple inventory, the GMA also mandates that the Utilities and Public Services 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 and Public Services Element ensures that adequate infrastructure is strategically planned and available to support development, without compromising existing service levels.

As a full-service City, Port Angeles provides the community with electricity, garbage collection, recycling, 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**. While the city directly manages these core utilities, other essential services are provided by alternative providers operating within the area.

Public services provide the foundation for facilities and programs that enhance the quality of life in Port Angeles. They include police, fire protection, emergency management, healthcare, libraries, schools, recreation, and social services. Together, these services keep the community safe, connected, and supported, while reinforcing the City's broader planning and development goals. Effective public service delivery requires coordination with other governmental entities, Tribal Nations, and community organizations to align local needs with available resources.

Equitable access across ages, backgrounds, and abilities is central to public service provision. Port Angeles seeks to ensure that opportunities are inclusive, affordable, and culturally relevant. By focusing on safety, accessibility, and cooperation, the City strengthens its capacity to address growth and evolving community priorities. Services and facilities are planned and managed to uphold resilience, support environmental stewardship, and reflect the unique character and values of Port Angeles. This includes preparing for hazards such as earthquakes, tsunamis, wildfires, and climate-related risks, and ensuring that emergency response and recovery efforts are both effective and equitable.

## 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, Nikola Broadband, CresComm Broadband, and 5G home internet options from T-Mobile and Verizon offer fixed wireless services. 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 available through traditional providers like CenturyLink and local provider Angeles Communications. Mobile phone service is available from major carriers like AT&T and Verizon.

Table 9: Telecommunications Level of Service

| Telecommunications Level of Service |                    |                        |                        |
|-------------------------------------|--------------------|------------------------|------------------------|
| 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 |

### Other Utilities

For information and goals/policies on other utilities (water, wastewater, stormwater, solid waste, and electricity), see the **Capital Facilities Element**.

## Goals and Policies

- Goal U-1** Provide utility services efficiently and cost-effectively.
- Policy U-1.1** 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.
- Policy U-1.2** Planning for utility services should be consistent with the goals and policies of the **Capital Facilities Element**.
- Policy U-1.3** Promote coordination, consistency, and concurrency at all stages of utility development in the Port Angeles Urban Growth Area.
- Policy U-1.4** Provide urban services only in areas that are logical extensions of areas that are currently served by such services or needed to implement a specific goal or policy of the Comprehensive Plan.
- Policy U-1.5** Serve new development with sanitary sewers.
- Policy U-1.6** Provide infrastructure to all industrial lands to encourage development.
- Policy U-1.7** 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.
- Policy U-1.8** Encourage new residential development to promote resilience by incorporating underground utilities.
- Policy U-1.9** Utilize common utility corridors for urban service facilities located in shoreline areas.
- Policy U-1.10** Promote the joint use of transportation rights-of-way and utility corridors for all forms of transportation, including non-motorized.

- Goal U-2** Build resilience and capacity to prepare for increased energy demand by enhancing energy and resource efficiency and diversifying the grid.

- Policy U-2.1** Encourage the use of renewable energy in both the private and public sectors, providing all reasonable



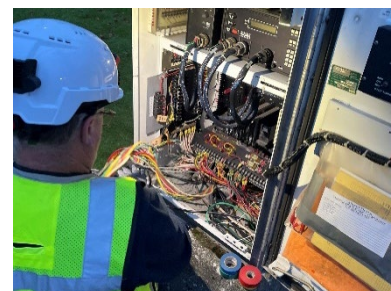
*Wastewater capacity improvements*

support and advocacy at the State level for regulations and incentives that encourage such installations.

**Policy U-2.2** Continue working with Bonneville Power Administration to provide incentives and education for residents to conserve energy, access renewable energy, and finance energy efficiency retrofits.

**Policy U-2.3** 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.

**Policy U-2.4** Promote the use of alternative energy, energy conservation technology, and smart energy grid.



*Signal controller upgrades (PWKS Engineering)*

**Goal U-3** Prepare conservation strategies and protect water quality to increase resilience to drought, sea level rise, and reduced snowpack.

**Policy U-3.1** Enhance water supply monitoring to increase resilience during drought periods.

**Policy U-3.2** 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.

**Policy U-3.3** 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.

**Goal U-4** Support services and facilities through different levels of participation in cooperation with other public or private agencies.

**Policy U-4.1** The City should be the "primary responsible agency" and take the lead in:

- Utility and emergency services (water, wastewater, electrical, stormwater, police, fire, solid waste, and emergency medical response services).
- Transportation infrastructure, including trails and sidewalks.
- Parks and recreation.

**Policy U-4.2** 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.
- Social and public health services, addressing health disparities and ensuring culturally competent services.

**Policy U-4.3** 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.



*Olympic Discovery Trail upgrades  
(PWKS Engineering)*

- 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.

**Policy U-4.4** 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 U-5** Provide safe, clean, usable, and attractive public facilities that enhance the cultural, educational, economic, recreational, and environmental attributes of the City.

**Policy U-5.1** Provide a variety of settings and activities suitable for people of all ages, characteristics, and interests.

**Policy U-5.2** 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.

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**Policy U-5.3** Plan, locate, and design public facilities and utilities in ways that align with the City’s land-use designations and neighborhood character. Facility planning should reflect the intended scale and intensity of each area while maintaining the service levels outlined in the **Capital Facilities Element**.

**Policy U-5.4** Focus new public facility investments on closing service gaps and improving safe, inclusive access, especially in neighborhoods that have historically been underserved. Decisions about where to build or improve facilities should be guided by equity data and service standards identified in the **Capital Facilities Element**.